

Workshop on Helicopter Health and Usage Monitoring Systems, Melbourne, Australia, February 1999 -Part 2

Graham F. Forsyth (Editor)

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Airframes and Engines Division
Aeronautical and Maritime Research Laboratory

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ABSTRACT

Over the last 10 years, helicopter Health and Usage Monitoring Systems (HUMS) have moved from the research environment to being viable systems for fitment to civil and military helicopters. In the civil environment, the situation has reached the point where it has become a mandatory requirement for some classes of helicopters to have HUMS fitted. Military operators have lagged their civil counterparts in implementing HUMS, but that situation appears set to change with a rapid increase expected in their use in military helicopters.

A DSTO-sponsored Workshop was held in Melbourne, Australia, in February 1999 to discuss the current status of helicopter HUMS and any issues of direct relevance to military helicopter operations. This second part contains a list of those attending and a number of papers not received in time for publication before the event.

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1. Introduction

Helicopters have a higher rate of accidents due to technical causes than public transport fixed-wing aircraft, so it should come as no surprise that equipment capable of detailed monitoring of critical helicopter functions is now routinely fitted to medium and large-size helicopters used by civil operators. This equipment is usually referred to by the name "Health and Usage Monitoring Systems" (HUMS) although most of the HUMS in service concentrate mainly on assessing the health of the helicopter and have only rudimentary usage monitoring.

Military operators have been slower than civil operators to implement HUMS in their fleets. However, there are good reasons for this. Military helicopters, in general, are operated at a much lower rate of effort (ROE), expressed as flight hours per year, and are kept in service for a much longer period. Military operators also have less need to minimize training and test flying than civil operators since these types of flying may be regarded by the military as a legitimate function rather than as a deviation from the main purpose. These factors mean that, although current HUMS may show similar rates of return for both military and civil helicopters, when expressed as return per unit flying time, military operators have a lower rate of return than civil operators per unit of calender time.

This difference means that military operators are showing more interest in improving the usage monitoring component of these systems.

It is noticeable that the amount of time by which military operators lagged their civil counterparts in installing accident data recorders is much greater than that for the installation of HUMS.

The papers listed in the timetable, in a following section, were presented at a Workshop coordinated by the Airframes and Engines Division of DSTO Aeronautical and Maritime Research Laboratory in Melbourne, Australia, on February 16 and 17, 1999. Papers were presented by authors from HUMS manufacturers, research institutions, helicopter operators, and other organisations. Most of the papers presented at the Workshop have been included in a proceedings document, published as DSTO-GD-0197, in the format provided by their respective authors. Some papers, however, were not available for inclusion in that document at the time of its publication and they are included herein, along with an attendance list and the final timetable.

2. Acknowledgments

The Helicopter Health and Usage Monitoring System (HUMS) Workshop was arranged via a committee comprising:-

Graham Forsyth, as convenor,
Neil Kennedy, representing RAAF Williams,
Paul Marsden,
Graeme Messer,
Luther Krake, and
Bill Clark (who is on secondment from the US Navy)

Additionally, this committee needs to thank Christine Vavlitis for arranging the barbeque, Jim Nichols from Boeing for organising the video feed for those unable to fit in the conference room, staff from the AED office for attending to the registrations, arranging coffee and various odd jobs, Domenico Lombardo for directing and guiding the bus morning and evening, and almost every other staff member of the Propulsion area of AED for helping with the escorting of visitors.

3. Final Timetable

Time/Chair Day 1 - Tuesday 16 February						
0830 - 0900		Registration				
0900 - 0915		Official Welcome - Di	Bill Schofield, I	Director AMRL		
0915 - 0955	₽.	John Gill	BFGoodrich	Integrated Mechanical		
-	Forsyth	Rick Muldoon	US Navy	Diagnostics (IMD) HUMS		
	n F			Page 7 ♦		
0955 – 1020	Graham	David Horsley	RAF AMDS,	Introduction of HUMS into the		
	ű		UK	RAF ◆		
1020 – 1035		Keith Mowbray	Helitune, UK	"Modular Distributed HUMS -		
				an Overview" Page 17		
1035 – 1100		Morning Tea Break				
1100 - 1140		Charles Trammel,	Smiths	"UK Ministry Of Defence		
		Gerald Vossler	Industries	Health and Usage Monitoring		
	(USA)			System (HUMS)" Page 23		
1140 – 1210	Ĭ	Pierre Feraud,	Eurocopter,	"Commitments of the		
	Helie	Phillipe Lubrano	France	Helicopter Manufacturer		
	S H			Regarding HUMS Activities" ♦		
1210 - 1235	Dennis	J.W. Bird, M.F.	IAR/NRC,	"Developments in Non-		
	۵	0 .	Can(3)	intrusive Diagnostics for		
		MacLeod, Capt D	DND/ATESS	Engine Condition Monitoring"		
		Little	Canada	Page 203		
1235 - 1335		Lunch				
1335 - 1440		AMRL Technical Site				
1440 - 1510	iams	Larry Dobrin	Chadwick-	"Health Monitoring of		
			Helmuth, USA	Helicopters - Case Histories of		
	. Wil			Benefits" Page 43		
1510 - 1540	R G.	David Blunt, Peter	AMRL,	"Vibration Monitoring Of		
	CDR	O'Neill,	RAN-NALMS,	Royal Australian Navy		
4740 - 105		Brian Rebbechi	AMRL	Helicopters" Page 49		
1540 - 1605		Afternoon Tea Break	12.50			
1605 – 1635		M.C. Havinga,	AMS, South	"Health and Usage Monitoring		
		C.J. (Nelis) Botes	Africa	System for the Hawk Aircraft"		
1/05 1705	(SA)		CTDL LICA	Page 217		
1635 – 1705] J(Charlie Crawford	GTRI, USA	"HH-60G Mission Usage		
	Mar			Spectrum Survey		
	위			Methodology Overview"		
1705 1720	Paul Howard (L	Cook one To cont	ANADI	Page 57		
1705 – 1730	ا مر	Graham Forsyth	AMRL	"An Econometric Model for		
				HUMS Cost Benefit Studies"		
	L		<u> </u>	Page 75		

Time/Chair Day 2 - Wednesday 17 February				
0815 - 0830		Registration for Wed	nesday-only attendees	
0830 - 0850		Brian Rebbechi	AMRL	Machine Dynamics •
	_	Albert Wong		-
0850 - 0930	ē	Jarek Rosinski	Design Unit -	Gear Noise and Vibration -
	O'Farre		Gear Technology	Research at UK Gear
	- 1		Centre, Newcastle, UK	Technology Centre •
0930 - 1000	James	Robert Cant	Vibro-Meter,	"ROTABS: Re-Writing the
	an		UK	Manual on Rotor Track and
	٦			Balance" Page 89
1000 - 1030		Yujin Gao,	Uni of NSW	"Detection of Bearing Faults in
		R. B. Randall		Helicopter Gearboxes" Page 99
1030 - 1100		Morning Tea Break		
1100 - 1140		John F. Reintjes	NRL, USA	"LASERNET Machinery
				Monitoring Technology"
	<u>=</u>			Page 113
1140 - 1210	Abe	Paul Howard,	Paul L.	"A Straw Man for the
	Щ	John F. Reintjes	Howard Ent.	Integration of Vibration and
	10		NRL, USA	Oil Debris Technologies"
	TCOI			Page 131
1210 – 1225	 -	Grier McVea	AMRL	Sensitivity of Oil Debris
				Monitor in S-70A-9 Intermediate GB.
1010		7 1 DDO		Intermediate Gb.
1225 - 1340		Lunch – BBQ	A3.60 C (1	WIT-111 JII Monitoring
1340 - 1410		C.J. (Nelis) Botes	AMS, South	"Health and Usage Monitoring
			Africa	System for the Denel Aviation Rooivalk Attack Helicopter" •
1110			NIATAIC AD	
1410 - 1440		Bill Hardman, Andy	NAWC AD,	"SH-60 Helicopter Integrated Diagnostic Systems (HIDS)
		Hess	USA	Diagnostic Systems (HIDS) Program Experience and
				Results of Seeded Fault
	Fealy			Testing." Page 181
1440 - 1455	ris Fe	Ben Parmington	AMRL	Lubrication Oil Debris
1440 - 1400	_	Dell'i minimigion		Monitoring Program at AMRL
	CDRC			*
1455 – 1510	당	Domenico Lombardo	AMRL	"Helicopter Structural Usage
				Monitoring Work at DSTO
				Airframes and Engines
				Division" Page 137
1510 - 1540		Alan Draper	MOD PE, UK	"Fatigue Usage Monitoring in
				UK Military Helicopters"
				Page 153
1540 - 1610		Afternoon Tea Break		

1610 - 1650	-	David J. White	AeroStructures	"Structural Usage Monitoring		
	syt		USA	Using the MaxLife System"		
	For			Page 167♠		
1650 – 1710	am	Peter Frith	AMRL	Engine Gas Path Condition		
	rah			Assessment		
1710 - 1720	၅	Closing Session				
1900 – 1945		Duo diamon duinko Obcarration Dock Dialto on Collins				
		Pre-dinner drinks - Observation Deck, Rialto on Collins				
1945 – 2315		Conference Dinner - (Oriel Room, Ria	ilto on Collins		

Page Numbers quoted are those of the paper in the Proceedings published as DSTO-GD-0197.

- ♦ indicates that this paper or the presentation slides from this paper are included in this document.
- ♦ indicates a paper where some additional slides to those in DSTO-GD-0197 are included in this document.

The timetable was prepared on behalf of the HUMS Workshop committee by Graeme Messer.

4. Attendance List

The following table was prepared from registration details supplied by those persons present. It does not include a considerable number of AMRL and ADF staff who attended only part of the conference or who did not complete a registration form.

Name	Function	Affiliation	Telephone/Fax/Email
Aberle, LTCOL O. E.	SO1 Logistics	HQ Aviation Support	+61 (7) 4691 9050
(Otto)		Group	Fax: +61 (7) 4691 9010
		Oakey QLD 4401	, ,
Becker, Andrew	Machine Dynamics	AMRL, Airframes and	+61 (3) 9626 7382
·	•	Engines Division	Fax: +61 (3) 9626 7083
		J	Andrew.Becker@
			dsto.defence.gov.au
Betts, Captain Travis	Rotary Wing Systems	DGTA	+61 (3) 9256 3608
•		RAAF Williams	TWBetts@
		Laverton VIC 3027	raaf.defence.gov.au
Bird, Jeff * #	Structures, Materials &	NRC Canada	+1 613 993 2214
	Propulsion Laboratory	Ottawa, K1A 0R6	Fax: +1 613 957 3281
	,	Canada	jeff.bird@nrc.ca
Blunt, David *	Machine Dynamics	AMRL, Airframes and	+61 (3) 9626 7577
•		Engines Division	Fax: +61 (3) 9626 7083
			David.Blunt@
			dsto.defence.gov.au
Boeske, FLGOFF E.		Army Aircraft Logistics	+61 (7) 4691 7974
John		Management	Fax: +61 (7) 4691 7810
		Squadron, Oakey QLD	EJBoeske@
		4401	raaf.defence.gov.au
Botes, C.J. (Nelis) *	Manager: Aircraft	Analysis, Management	+27 11 315 1002
	Systems	& Systems (Pty) Ltd	Fax: +27 11 315 1645
		South Africa	nelis@ams.co.za
Bransfield, Peter	President	Altair Avionics	+1 781 762 8600
		Norwood MA	Fax: +1 781 762 2287
		02062 USA	bransfield@
			altairavionics.com
Brockhurst, MAJ Scott		Army Aircraft Logistics	+61 (7) 4691 7840
		Management	Fax: +61 (7) 4691 7810
		Squadron, Oakey QLD	srbrockh@
		4401	raaf.defence.gov.au
Cant, Robert *	Project Manager	Vibro-Meter,	+44 161 483 0814
		Stockport, Cheshire	Fax: +44 161 483 2850
		SK7 5BW UK	Robert_Cant@
			vibro-meter.co.uk
Carlson, Mal	Account Executive	Teledyne Controls	+61 (3) 9435 1084
		Greensborough	Fax: +61 (3) 9435 1084
		VIC 3088	malc@
			melbpc.org.au

Name	Function	Affiliation	Telephone/Fax/Email
Cartledge, Dr Helen	Research Scientist and	WSD, DSTO	+61 (8) 8259 5174
	Tribologist	PO Box 1500	Fax: +61 (8) 8259 6247
		Salisbury SA 5108	Helen.Cartedge@
		Australia	dsto.defence.gov.au
Casper, George	Director, Asia Pacific	Teledyne Controls	+1 310 442 4155
odopor, oborgo	Director, Frederica	Los Angeles, CA 90064	Fax: +1 310 442 4324
		USA	George_PCasper@
			Teledyne.com
Christian, Dr. Thomas	Chief, Engineering	WR-ALC/LUE	+1 912 926 9343
F.	Functional Support	Robins Air Force Base	Fax: +1 912 926 4911
Г.	Office	Georgia 31098-1622	
	Onice	USA	
Clark, Bill ^	Helicopter Life	AMRL, Airframes and	+61 (3) 9626 7360
Clark, Dill	Assessment	Engines Division	Fax: +61 (3) 9626 7083
	Assessment	Lingingo Dividion	Bill.Clark@
			dsto.defence.gov.au
Crawford, Charles C.	Chief Engineer	Aerospace &	+1 770 528 7052
•	Ciliei Engineei	Transportation Lab	Fax: +1 770 528 3271
(Charlie) *		GTRI, Smyrna	charlie.crawford@
		GA 30080 USA	gtri.gatech.edu
D	Machaniael Engineer	WR-ALC/LUHE	+1 912 926 1842
Dammann, Keith E.	Mechanical Engineer	Robins Air Force Base	Fax: +1 912 926 4911
			kdammann@
		Georgia 31098-1622 USA	lu.robins.af.mil
D. D. T. OMDD J.C.	D t	COMAUSNAVAIR	+61 (2) 4421 1758
Di Pietro, CMDR Vince	Deputy Commander	1	Fax: +61 (2) 4421 1353
D: 1: 7 ·	Aviation Operations	Nowra	+61 (3) 9626 7164
Dickinson, Travis		AMRL, Airframes and	Travis.Dickinson@
		Engines Division	dsto.defence.gov.au
	Diversion of Dunings	Chadwiek Holmuth	+1 626 575 6161
Dobrin, Larry *	Director of Business	Chadwick Helmuth	Fax: +1 626 350 4236
	Development, On-	El Monte, California 91731	larryd@
	Board Systems	USA	chadwick-helmuth.com
D. L. CADT D. L. H	tota control Lagith		+1 613 392 2811
Doke CAPT Rob#	Integrated Health	ATESS 8Wing Trenton	Fax: +1 613 965 3165
	Monitoring	Astra, Ontario	1
		CANADA KOK 2TO	ihm@blvl.igs.net +44 117 913 4584
Draper, Alan *#	Deputy Director of	DHP, MOD	
	Helicopter Policy	Abbeywood Bristol	Fax: +44 117 913 4592
		B534 8JH	dhp-h-pol2@
<u></u>		UK	dawn.pe.mod.uk
Dunn, AJ		Not Known	Not Known
Dutton, Scott	Helicopter Life	AMRL, Airframes and	+61 (3) 9626 7575
	Assessment	Engines Division	Fax: +61 (3) 9626 7083
			Scott.Dutton@
			dsto.defence.gov.au

Name	Function	Affiliation	Telephone/Fax/Email
Eady, SQNLDR Chris#	Logistics (Op Reqs)1e	RAF Brampton	+44 1480 52151
, ·		Huntingdon	Fax: +44 1480 413563
		PE18 8QL	ce@
		UK	logs4raf.demon.co.uk
Ewen, Steve	Sales/Marketing	Amtec Avionics Int.	+61 (2) 9791 0288
	Manager	Condell Park,	Fax: +61 (2) 9791 0050
		NSW 2200	, ,
Fealy, CMDR Chris	OIC RWS	DGTA,	+61 (3) 9256 3808
••		RAAF Williams,	Fax:
		Laverton VIC	Cafealy@
			raaf.defence.gov.au
Feraud, Pierre *	HUMS Program	EuroCopter France,	+33 4 42 85 96 91
,	Director	13725 Marignane	Fax: +33 4 42 85 99 55
Fisher, Sam	Research Leader	AMRL, Airframes and	+61 (3) 9626 7550
,	Propulsion	Engines Division	Fax: +61 (3) 9626 7083
			Sam.Fisher@
			dsto.defence.gov.au
Forsyth, Graham *	Helicopter Life	AMRL, Airframes and	+61 (3) 9626 7558
, , , , , , , , , , , , , , , , , , , ,	Assessment	Engines Division	Fax: +61 (3) 9626 7083
		3	Graham.Forsyth@
		•	dsto.defence.gov.au
Fraser, Ken	Head, Helicopter Life	AMRL, Airframes and	+61 (3) 9626 7590
•	Assessment	Engines Division	Fax: +61 (3) 9626 7083
			Ken.Fraser@
			dsto.defence.gov.au
Frew, Don		Marconi Electronic	+44 1705 22 6300
		Systems, Portsmouth	Fax: +44 1705 22 7133
		Hampshire PO3 5PH	
		UK	
Friend, Doug	Research Engineer II	Aerospace &	+1 770 528 7924
		Transportation Lab	Fax: +1 770 528 3271
		GTRI, Smyma	douglas.friend@
		GA 30080 USA	gtri.gatech.edu
Frith, Peter *	Head, Engine	AMRL, Airframes and	+61 (3) 9626 7695
	Performance	Engines Division	Fax: +61 (3) 9626 7083
			Peter.Frith@
			dsto.defence.gov.au
Galati, Tony		AMRL, Airframes and	+61 (3) 9626 7296
		Engines Division	Fax: +61 (3) 9626 7083
			Tony.Galati@
			dsto.defence.gov.au
Gill, Dr John *	Simulation & Algorithm	BFGoodrich,	+1 781 276 1412
	Development	Bedford, MA 01730	Fax: +1 781 275 5035
		USA	jgill@aisma.bfg.com

Name	Function	Affiliation	Telephone/Fax/Email
Green, Captain Robert		Army Aircraft Logistics	+61 (7) 4691 7753
4.00. , 4.1 ,		Management	Fax: +61 (7) 4691 7810
		Squadron, Oakey QLD	RJGreen@
		4401	raaf.defence.gov.au
Gregoski, MAJ Ed	US Army Far East	Tokyo	Fax: +81 311 768 4886
Hahn, Dr Eric	Professor, School of	DSTO CoE in Vibration	+61 (2) 9385 4142
Haili, Di Ello	Mechanical &	Analysis	Fax: +61 (2) 9663 1222
	Manufacturing	Uni of NSW	e.hahn@unsw.edu.au
	Engineering		
Halstead, Russell L.	Flight Test Engineer	Sikorsky Aircraft Corp	+1 203 386 7244
,		Stratford Conn.	Fax: +1 203 386 7443
		06497-9129 USA	
Hardman, Bill J *	Project Engineer	NAWCAD	+1 301 757 0508
•	(HIDS)	Patuxent River	Fax: +1 301 757 0542
		MD 20670-1534	HardmanWJ@
		USA	navair.navy.mil
Hawker, EC (Ted)		CAA of NZ,	+64 4 560 9535
(((((((((((((((((((Lower Hutt,	Fax: +64 4 560 9481
		New Zealand	HawkerT@caa.govt.nz
Helie, Dennis G.	PMA-261 Deputy	PEO ASWASM	+1 301 757 5784
7,010, 2011110	Program Manager H53	US Navy	Fax: +1 301 757 5109
	& VH Helicopters	Patuxent River,	HelieDG.JFK@
		MD 20670-1547 USA	navair.navy.mil
Horsley, FLTLT Dave *	HUMS & GSS Team	AMDS	+44 1480 52451 x7761
	Leader	Huntingdon PE17 2PY	Fax: +44 1480 446 565
		UK	Hums@logistics.org.uk
Howard, Paul *	US Navy Consultant on	Paul L Howard Ent.	+1 603 659 4956
·	LaserNet	PO Box 362	Fax: +1 603 659 2592
		Newmarket NH 03857	PLHoward@aol.com
		USA	
Jobson, LTCOL Keith	Chief Engineer	Army Aircraft Logistics	+61 (7) 4691 7801
		Management	Fax: +61 (7) 4691 7810
		Squadron, Oakey QLD	KAJobson@
		4401	raaf.defence.gov.au
Johnson, MAJ Craig		Army Aircraft Logistics	+61 (7) 4691 7750
		Management	Fax: +61 (7) 4691 7810
		Squadron, Oakey QLD	CDJohns1@
		4401	raaf.defence.gov.au
Kennedy, Neil	Senior Officer (Tech)	DAIRENG- SCI4C	+61 (3) 9256 3546
,	Grade C	DGTA	Fax: +61 (3) 9256 3540
	WGCDR (retired)	RAAF Williams	Nskenned@
		Laverton VIC 3027	raaf.defence.gov.au
King, Jeremy	Aircraft Structural	DGTA	+61 (3) 9256 3766
	Integrity	RAAF Williams	jbking@
		Laverton VIC 3027	raaf.defence.gov.au

Name	Function	Affiliation	Telephone/Fax/Email
Klein, Ed	Squirrel Logistics Manager	Army Aircraft Logistics Management Squadron, Oakey QLD 4401	+61 (7) 4691 7851 Fax: +61 (7) 4691 7810
Konopka, Henry	Supervisor, H60 Airframe Structure	Sikorsky Aircraft Corp Stratford Con 06615-9129 USA	+1 203 386 4725 Fax: +1 203 386 3717 HKonopka@ sikorsky.com
Kous, LT Nick	Rotary Wing Systems	DGTA RAAF Williams Laverton VIC 3027	+61 (3) 9256 3533 Fax: +61 (3) 9256 3488
Krake, Luther	Helicopter Life Assessment	AMRL, Airframes and Engines Division	+61 (3) 9626 7112 Fax: +61 (3) 9626 7083 Luther.Krake@ dsto.defence.gov.au
Last, SQNLDR Andrew	Aircraft Structural Integrity 4	DGTA RAAF Williams Laverton VIC 3027	+61 (3) 9256 3535 Fax: +61 (3) 9256 3488 awlast@ raaf.defence.gov.au
Lombardo, Domenico *	Helicopter Life Assessment	AMRL, Airframes and Engines Division	+61 (3) 9626 7660 Fax: +61 (3) 9626 7083 Domenico.Lombardo@ dsto.defence.gov.au
Lubrano, Phillippe *	Marketing Manager	EuroCopter France, 13725 Marignane	+33 4 42 85 96 91 Fax: +33 4 42 85 99 55
Marsden, Paul	Machine Dynamics	AMRL, Airframes and Engines Division	+61 (3) 9626 7571 Fax: +61 (3) 9626 7083 Paul.Marsden@ dsto.defence.gov.au
McAloney, Captain Peter	Design Engineer	Army Aircraft Logistics Management Squadron, Oakey QLD 4401	+61 (7) 4691 7770 Fax: +61 (7) 4691 7810 pcmcalon@ raaf.defence.gov.au
McGeehan, CAPT Andy	Rotary Wing Systems 1B	DGTA RAAF Williams Laverton VIC 3027	+61 (3) 9256 3509 Fax: +61 (3) 9256 3488 anmcgeeh@ raaf.defence.gov.au
McVea, Grier*	Fuel Science and Tribology	AMRL, Airframes and Engines Division	+61 (3) 9626 7322 Fax: +61 (3) 9626 7083 Grier.Mcvea@ dsto.defence.gov.au
Messer, Graeme	Engine Performance	AMRL, Airframes and Engines Division	+61 (3) 9626 7276 Fax: +61 (3) 9626 7083 Graeme.Messer@ dsto.defence.gov.au

Name	Function	Affiliation	Telephone/Fax/Email
Mirabella, Leo		AMRL, Airframes and	+61 (3) 9626 7809
		Engines Division	Leo.Mirabella@
			dsto.defence.gov.au
Molent, Loris	Airframes & Engines	AMRL, Airframes and	+61 (3) 9626 7653
,	Division	Engines Division	Fax: +61 (3) 9626 7072
			Lorrie.Molent@
			dsto.defence.gov.au_
Mowbray, Keith *	Future Business	Ultra Electronics	+44 1242 225 012
,,	Manager	(Helitune)	Fax: +44 1242 221 167
		Cheltenham GL51 9PG	keith_mowbray@
		UK	ueed.co.uk
Muldoon, LCDR	Integrated Mechanical	PEO ASWASM	+1 301 757 5779
Richard C. (Rick) *	Diagnostics IPT Leader	US Navy	Fax: +1 301 757 5109
Tuonara o. (Tuon)		Patuxent River	Muldoonrc@
		MD 20670-1547 USA	navair.navy.mil
Norrie, MAJ Mal	AIR 87 Armed Rec.	Defence Acq. Org.	+61 (2) 6266 4760
Nome, MAJ Mai	Helicopter Project	CP3-1-Bay5	fax: +61 (2) 6266 4117
	Tionoopter riojoot	Campbell Park	Mal.Norrie@
		ACT 2600	dao.defence.gov.au
O'Farrell, James	Vice-Director Helicopter	Vibro-Meter	+41 26 407 1582
OT arren, barries	Programs	Aerospace Div.	Fax: +41 26 402 3662
	1 rogramo	1701 Fribourg	jofa@
		Switzerland	vmfr.vibro-meter.ch
Page, FLTLT John M	A25AV	Army Aircraft Logistics	+61 (7) 4691 7866
1 490,72727 00111111	7.207.17	Management	Fax: +61 (7) 4691 7810
		Squadron, Oakey QLD	JMPage@
		4401	raaf.defence.gov.au
Parmington, Ben *	Fuel Science and	AMRL, Airframes and	+61 (3) 9626 7559
,	Tribology	Engines Division	Fax: +61 (3) 9626 7083
	3,		Ben.Parmington@
			dsto.defence.gov.au
Pawsey Peter	Australian Agent for	Rotor & Wing Aviation	+61 (7) 4034 2827
	Helitune, Altair, etc.	Services P/L	Fax: +61 (7) 4034 2827
		PO Box 6262,	ppawsey@
		Cairns, QLD, 4870	ozemail.com.au
Power, Alan	Head, Fuel Science	AMRL, Airframes and	+61 (3) 9626 7319
, 51751, 7 11611	and Tribology	Engines Division	Fax: +61 (3) 9626 7083
			Alan.Power@
			dsto.defence.gov.au
Preston, Dr Peter	Chief, Airframes and	AMRL	+61 (3) 9626 7666
	Engines Division		Fax: +61 (3) 9626 7093
			Peter.Preston@
			dsto.defence.gov.au
Prior, David	Chief Executive Officer	Amtec Avionics Int.	+61 (2) 9791 0288
, 222		Condell Park,	Fax: +61 (2) 9791 0050
		NSW 2200	, ,

Name	Function	Affiliation	Telephone/Fax/Email
Rebbechi, Brian *	Machine Dynamics	AMRL, Airframes and	+61 (3) 9626 7592
		Engines Division	Fax: +61 (3) 9626 7083
			Brian.Rebbechi@
:			dsto.defence.gov.au
Reedy, E.		Not Known	Not Known
Reintjes, Dr John F *	LaserNet Project	Naval Research	+1 202 767 2175
		Laboratory	Fax: +1 202 404 7530
		Washington, DC 20375	reintjes@
D : 1: D : 1 t	D : 11 11	USA	ccf.nrl.navy.mil
Rosinski, Dr Jarek *	Design Unit	Gear Technology	+44 191 222 6096
		Centre	Fax: +44 191 222 6194
		Newcastle-upon-Tyne UK	jarek.rosinski@
Cohmidt I CDD Mal			ncl.ac.uk +61 (2) 4421 1493
Schmidt, LCDR Mel		HS816 Sqn, Nowra	Fax: +61 (2) 4421 1443
			Melvyn.Schmidt.12993
			8@
			navy.gov.au
Sinclair, LCDR Chris	Maritime Aviation 2	Aerospace	+61 (2) 6265 3018
Ciriolaii, EODIX Offilo	Wantino / Wation 2	Development Branch	Fax: +61 (2) 6265 3195
		RAN	Chris.Sinclair@
			cbr.defence.gov.au
Skuja, Nina	Principle Engineer	AeroStructures Aust.,	+61 (3) 9686 8081
• •		Level 14,	Fax: +61 (3) 9696 8195
		222 Kingsway	Nina.Skuja@
		South Melb VIC 3205	aerostructures.com.au
Trammel, Charles H.*	Director, HUMS/DMST	Smiths Industries	+1 616 241 7892
		Grand Rapids,	Fax: +1 616 241 7667
		49512-1991	Trammel_Chuck@
144 / ff 1		USA	si.com
Wagstaff, lan	Red Hawk Chief	Denel, Republic of	+27 11 927 3427
Mainuriaht Badnay	Designer President	South Africa Wainwright	Fax: +27 11 395 1944 +1 804 361 1480
Wainwright, Rodney	President	Technologies	Fax: +1 804 361 1480
		Wintergreen,	102676.1057@
		VA 22958 USA	compuserve.com
Wedding, Captain Tim	Kiowa Logistics	Army Aircraft Logistics	+61 (7) 4691 7771
rrodding, odpidin filli	Manager	Management	Fax: +61 (7) 4691 7810
		Squadron, Oakey QLD	1 200 1010
		4401	
Wenyi Wang	Machine Dynamics	AMRL, Airframes and	+61 (3) 9626 7138
, ,	1	Engines Division	Fax: +61 (3) 9626 7083
			Wenyi.Wang@
			dsto.defence.gov.au

Name	Function	Affiliation	Telephone/Fax/Email
White, David *	Vice President,	AeroStructures Inc.,	+1 703 413 1600
,	Program Development	Arlington	Fax: +1 703 413 1611
		VA 22202-4102	dwhite@
		USA	aerostructures.com
Wicks, Dr Bryon J	Head, Mechanical	AMRL, Airframes and	+61 (3) 9626 7521
•	Integrity	Engines Division	Fax: +61 (3) 9626 7083
			Bryon.Wicks@
			dsto.defence.gov.au
Williams, LCDR Greg	DAIRENG-RWS1	DGTA,	+61 (3) 9256 3760
		RAAF Williams,	Fax: +61 (3) 9256 3488
		Laverton VIC 3027	Gmwillia@
			raaf.defence.gov.au
Wong, Albert	Head, Machine	AMRL, Airframes and	+61 (3) 9626 7636
J,	Dynamics	Engines Division	Fax: +61 (3) 9626 7083
			Albert.Wong@
			dsto.defence.gov.au
Wright SQNLDR Steve	Aero Eng 3	RNZAF	+64 4 498 6527
,g		Wellington 6000	Fax: +64 4 498 6818
		New Zealand	AE3@hq.af.mil.nz
Wright, Mary Gayle		L3 Communications	+1 941 377 5500
			Fax: +1 941 377 5591
			Mary.Gayle.Wright@
			I-3com.com
Yujin Gao *	DSTO Centre of	University of NSW	+61 (2) 9385 4128
-	Expertise in Vibration		Fax: +61 (2) 9663 1222
	Analysis		Yujin.Gao@
			unsw.edu.au

Attendance List

^{*} indicates a speaker,

^ currently on secondment to AMRL, from NAWCAD, Patuxent River.

Attended TTCP AER-TP3 meeting afterwards.

5. Papers Included in this Document

The following pages contain either the paper or a copy, as two slides per page, of the PowerPoint¹ Presentations of those papers not included in the original Proceedings. As well, one presentation is included where the paper was included in the original Proceedings and some additional slides are published for one presentation.

The presentations have been included in the order determined by the timetable of a previous section.

Author/Presenter	Affiliation/Country	Title or Topic	Page
John Gill	BFGoodrich	Integrated Mechanical	* 19
Rick Muldoon	US Navy	Diagnostics (IMD) HUMS	
David Horsley	RAF AMDS, UK	Introduction of HUMS into the	35
		RAF	
Pierre Feraud,	Eurocopter,	"Commitments of the Helicopter	51
Phillipe	France	Manufacturer Regarding HUMS	
Lubrano		Activities"	
Brian	AMRL	Machine Dynamics	63
Rebbechi			
Albert Wong			
Jarek Rosinski	Design Unit - Gear	Gear Noise and Vibration -	<i>7</i> 5
	Technology Centre,	Research at UK Gear Technology	
	Newcastle, UK	Centre	
Grier McVea	AMRL	Sensitivity of Oil Debris Monitor	97
		in S-70A-9 Intermediate GB	
C.J. (Nelis)	AMS, South	"Health and Usage Monitoring	103
Botes	Africa	System for the Denel Aviation	
		Rooivalk Attack Helicopter"	
Ben	AMRL	Lubrication Oil Debris	115
Parmington		Monitoring Program at AMRL	
David J. White	AeroStructures	"Structural Usage Monitoring	123
	USA	Using the MaxLife System"	
		(Additonal slides only)	
Peter Frith	AMRL	Engine Gas Path Condition	125
		Assessment	

^{*} Paper version in DSTO-GD-0197, PowerPoint slides here.

 $^{^{1}}$ PowerPoint is a registered trademark of Microsoft Inc for software generating presentation slides.



BFGoodrich Aerospace Aircraft Integrated Systems

U. S. Navy / BFGoodrich Integrated Mechanical Diagnostics HUMS Overview & Status

LCDR Rick Muldoon
NAVAIR Team Leader
John Gill
Aircraft Integrated Systems
jgill@aisma.bfg.com

IMD HUMS

- IMD HUMS is a Commercial Operations & Support Saving Initiative (COSSI) to improve helicopter operational readiness and flight safety while slashing maintenance-related costs.
- The U. S. Navy (USN) has partnered with BFGoodrich to field this military/commercial "dual use" HUMS.

IMD HUMS

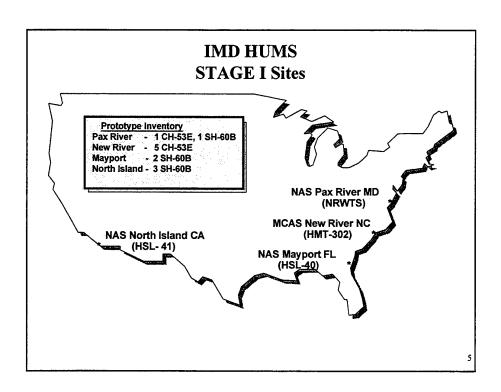
- Overview
 - Program Status / Concept of Operations
 - System Functions
- Major Airborne Components
 - Primary LRUs
 - Sensors & IO
- Selected Functionality
 - Mechanical Diagnostics
 - Rotor Track and Balance
 - Exceedance Monitoring
 - Engine Monitoring
 - Structural Usage
 - Aircrew & Maintainer Interaction
- Conclusion

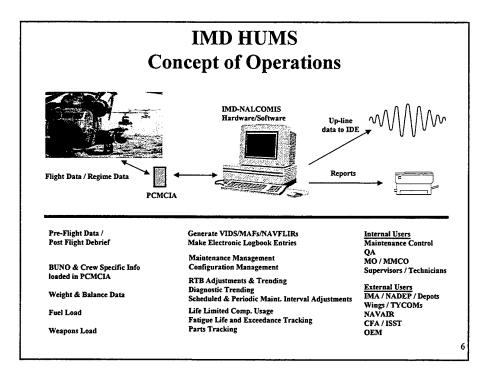
3

IMD HUMS

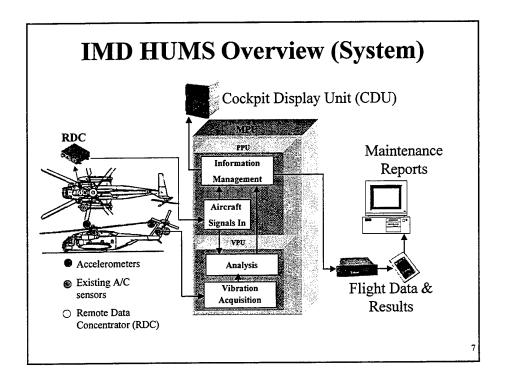
Current Status

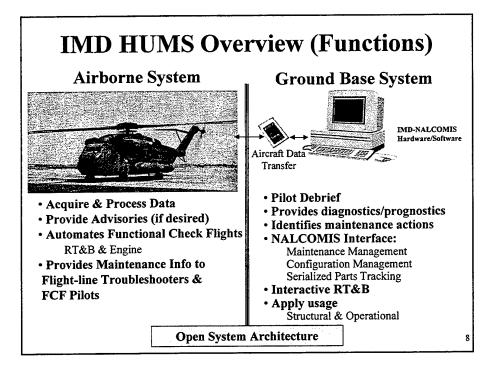
- Critical Design Review Complete June 98
- COTS Demo / Risk Mitigation Complete
 - CH-53E & SH-60F
- DT Commences April 99
 - CH-53E
 - SH-60B
- OPEVAL Oct 99
 - 5 CH-53E (HMT-302) / 5 SH-60B (2@HSL-40, 3@ HSL-41)
- Limited Rate Production Decision Oct 99
 - 6 CH-53Es / Lease for 200+ legacy H-60s
- Full Rate Production Decision March 00
 - All H-53Es / CH-60 / SH-60R





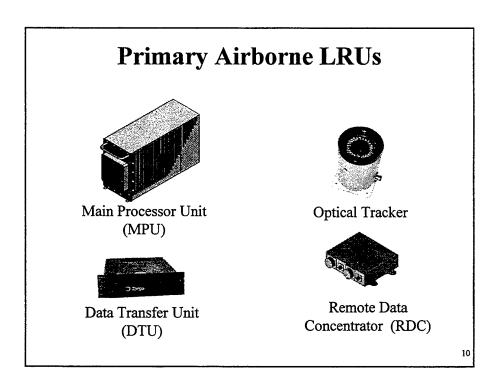
Gill/Muldoon - 3



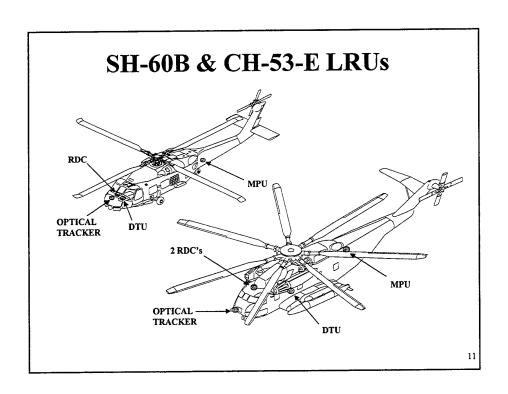


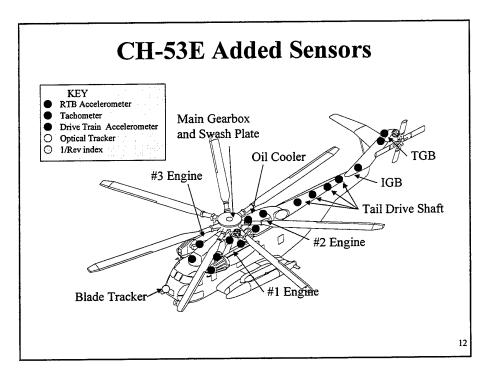
Gill/Muldoon - 4

Major Airborne Components



Gill/Muldoon - 5

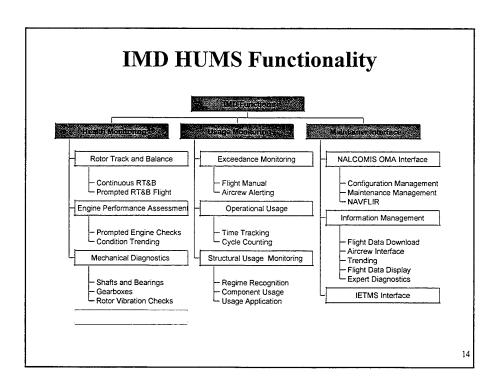




Gill/Muldoon - 6

Generic and Scaleable IO

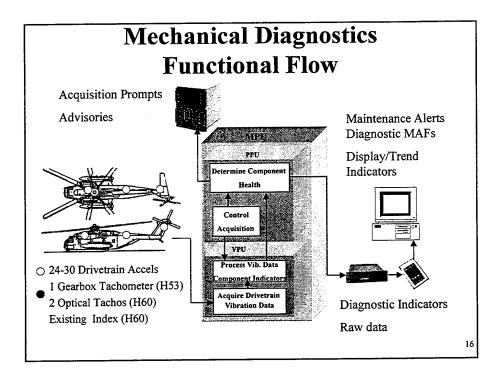
Signal Type (I	H-60B		CH-53E	
Signal Type (Inputs unless noted)	Used	Avail.	Used	Avail.
Discrete Inputs	35	48	63	96
Synchros	0	4	7	8
AC Signal	4	16	12	32
DC Signal	17	32	37	64
Accelerometers	34	36	44	46
Frequency	5	17	7	22
Index	7	8	6	9
MIL-STD-1553	1	1	1	1
RS-422/RS-485 I/O	0	3	1	3
ARINC-429 Inputs	0	13	0	12
Outputs	0	3	0	3
RS-232/RS-422 I/O	0	3	0	3
ARINC-717 (FDR) Out	0	1	0	1



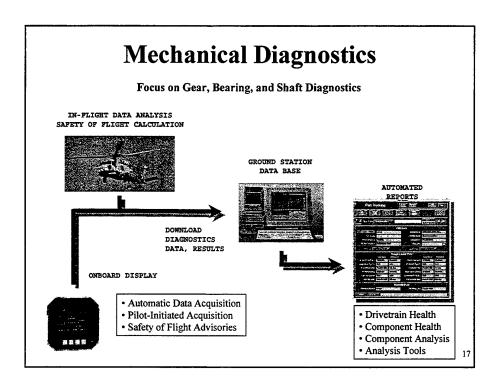
Gill/Muldoon - 7

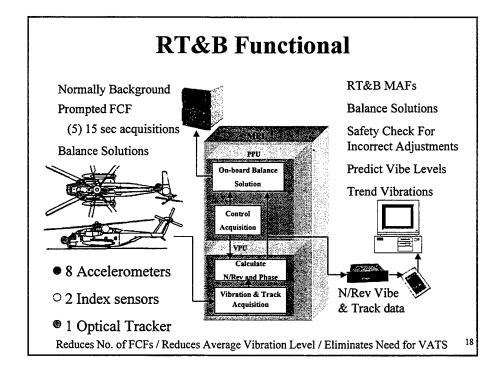
Major Functions (Examples)

- Mechanical Diagnostics
- Rotor Track & Balance
- Exceedance Monitoring
- Engine Monitoring
- Structural Usage
- Routine Aircrew Interaction
- Routine Maintainer Interaction



Gill/Muldoon - 8





Gill/Muldoon - 9

Exceedance Monitoring Overview

• Exceedance Monitoring Function

- Incorporates NATOPS/maintenance manual limits and time-related thresholds
- Annunciated only if no other pilot indication is available and Pilot Action is required
- Exceedance summaries available on OBS/GBS

• Changes from Present Practices

- On-board Crew acknowledgement for certain exceedances (Configurable)
- Crew review for all exceedances on GBS
- Automatic MAF request generation if required

19

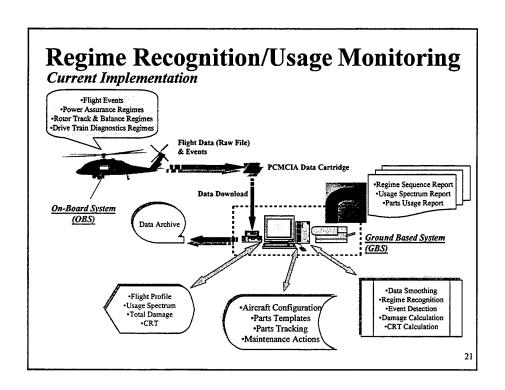
Engine Monitoring Function

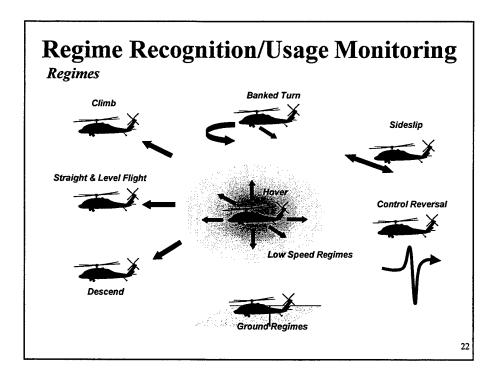
• Engine Monitoring Function

- Usage
- Limit Exceedance
- Performance

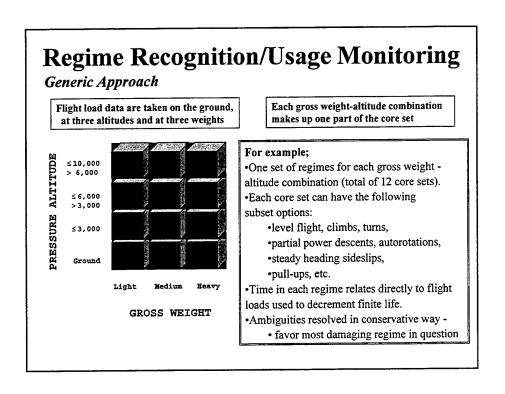
Changes from Present Practices

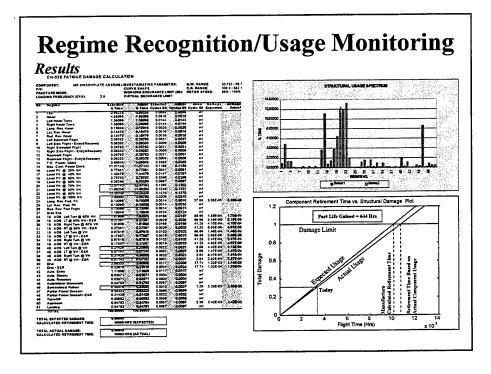
- Automates Data Transfer from OBS to GBS
 - · Cycle count, Run Time, Limit Exceedances
- Automate Selected Power Checks
- Monitors Vibration
- Trends Engine Performance



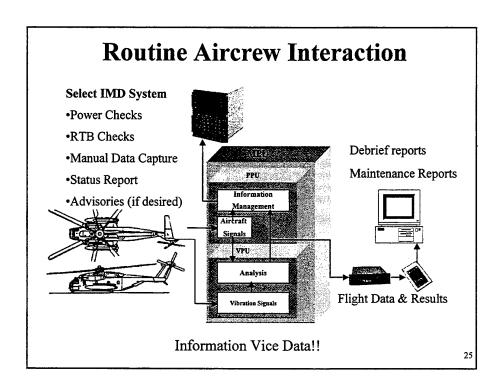


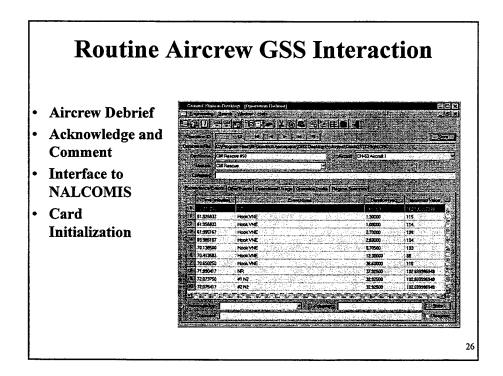
Gill/Muldoon - 11



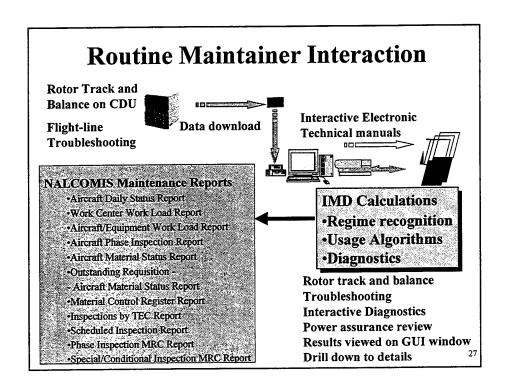


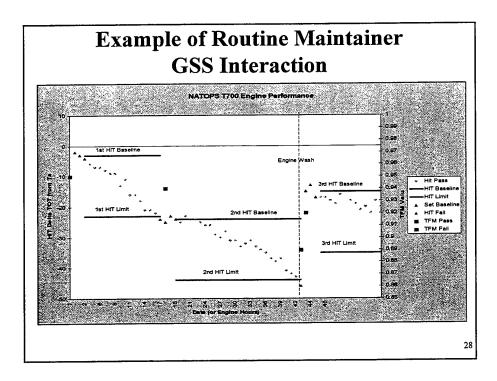
Gill/Muldoon - 12





Gill/Muldoon - 13





Gill/Muldoon - 14

Fleet Implementation Issues

(A Sample)

- · Implementation planning
 - Installations / Training / Support / Incremental Implementation of Functions
 - Use of Fleet Advisory Committee
- Policy & procedure roadblocks maintenance re-engineering
 - Total asset visibility during all levels of maintenance
- Logistics necessary for stage I & II
 - "O" to Contractor "D"
 - NALCOMIS Optimized OMA installations & Training
 - Publication updates....
- · Anomaly adjudication process
 - i.e. diagnostic alarms when traditional indicators show no problem
- Supply for squadron IMD equipped aircraft
- Human Factors Engineering user interface assessments
- · Capturing benefits
- Dealing with IMD & Non-IMD equipped acft in one squadron

20

IMD HUMS FLEET BENEFITS

- · Open System Architecture Scalable, Portable, & Upgradeable
- NALCOMIS Interface
- Maintenance Information Vice Engineering Data
- Improved ACFT Safety
- Improved Mishap Investigation FDR/CVR
- · Increased Availability & Reliability
- · Reduction in Scheduled Maintenance
- · Rapid Determination of ACFT Status
- Reduced O&S Costs
- · Decreased MMH/FH
- Reduced Schedule Component Removal
- · Component Life Based on Actual Mission Profile Data Vice Assumed

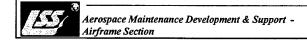
30

QUESTIONS

31

The Royal Air Force





DSTO HUMS Workshop 16-17 February 1999

ROYAL AIR FORCE



Flight Lieutenant
DAVE HORSLEY
B Eng C Eng MIEE RAF

HUMS & GROUND SUPPORT SYSTEMS TEAM LEADER

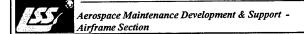


Aerospace Maintenance Development & Support -

SCOPE



- LOGISTICS SUPPORT SERVICES
- EXPECTATIONS
- PROJECTS
- INTRODUCTION STRATEGY



DSTO HUMS Workshop 16-17 February 1999







B Eng (Hons) Electrical Systems

Tornado 2nd line





Chinook 1st line

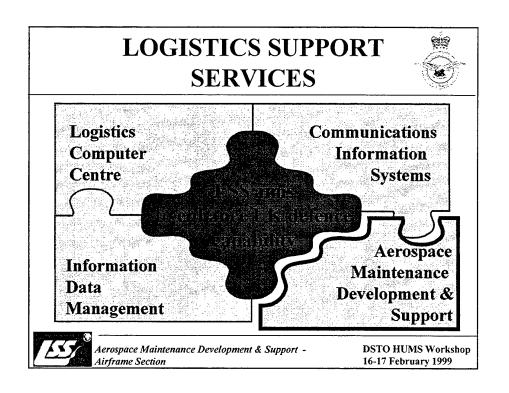
Engines 3rd line

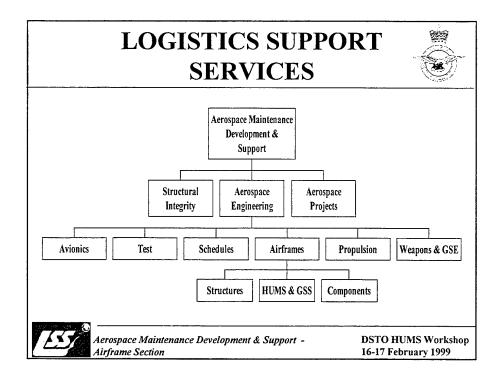


HUMS & GSS

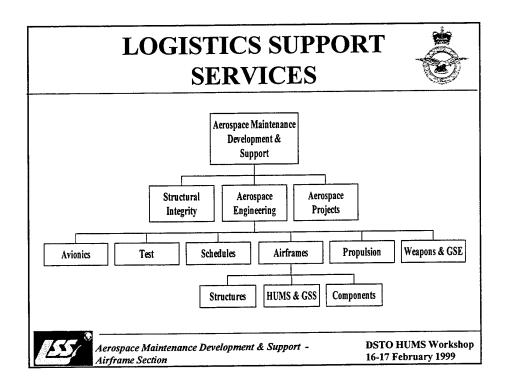
Aerospace Maintenance Development & Support -Airframe Section

Horsley - 2





Horsley - 3



HUMS & GSS TEAM



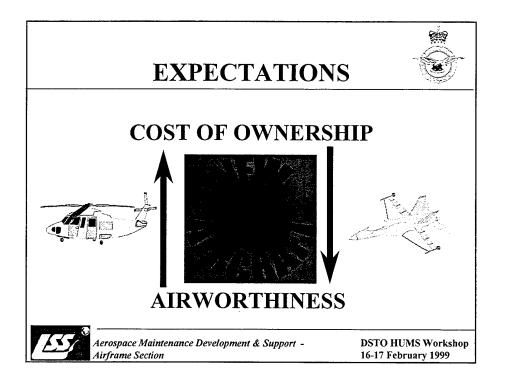
MISSION

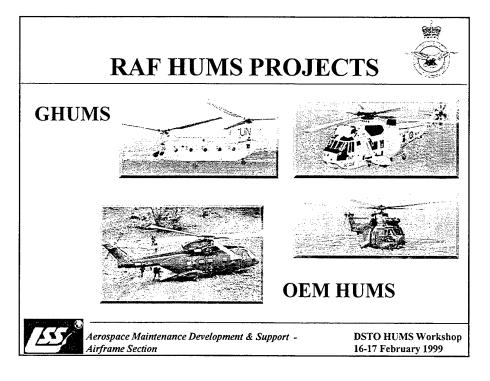
TO ASSIST IN THE EFFICIENT & EFFECTIVE
INTRODUCTION TO THE RAF OF HUMS & GROUND
SUPPORT SYSTEMS THAT IMPROVE
MAINTENANCE DATA COLLECTION & REDUCE
MAINTENANCE COSTS, THUS IMPROVING
AIRWORTHINESS & MINIMISING THE COST OF
OWNERSHIP



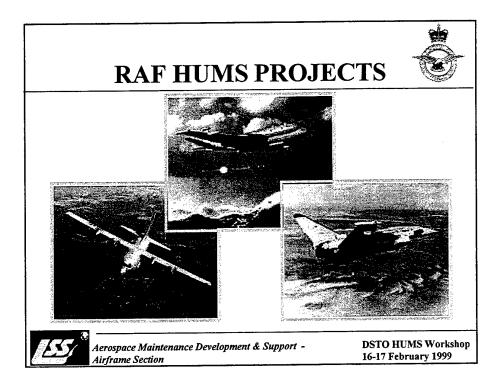
Aerospace Maintenance Development & Support -Airframe Section

Horsley - 4





Horsley - 5



INTRODUCTION STRATEGY



- AIRWORTHINESS
- DATA HANDLING
- OBSOLESENCE
- OEM ACCREDITATION



Aerospace Maintenance Development & Support -Airframe Section

Horsley - 6



AIRWORTHINESS



Aerospace Maintenance Development & Support -Airframe Section DSTO HUMS Workshop 16-17 February 1999

AIRWORTHINESS



- INSTALLATION IS ENDORSED
- NOT FLIGHT SAFETY CRITICAL

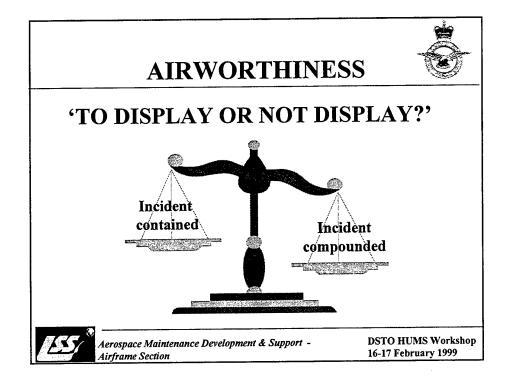
CONFIDENCE

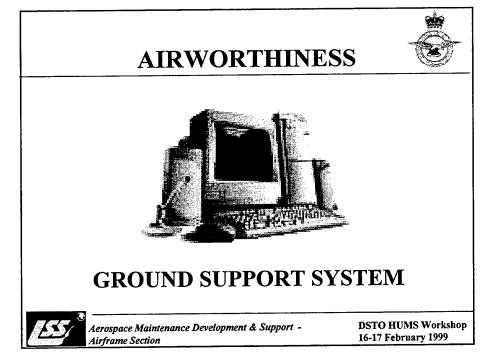
- ALERT CREWS IN-FLIGHT?
- REPAIR OR FLY?





Aerospace Maintenance Development & Support -Airframe Section





Horsley - 8

AIRWORTHINESS



IN-FLIGHT ALERTS SUPPRESSED

PROCESSED DATA ADVISORY



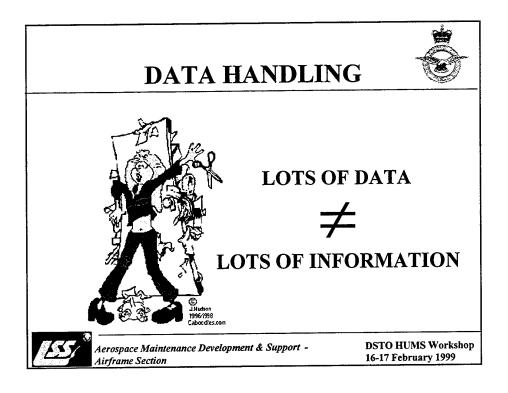
DSTO HUMS Workshop 16-17 February 1999

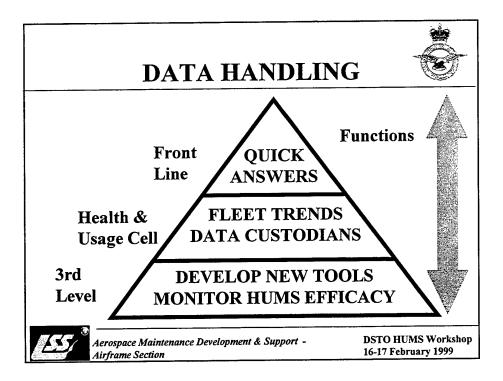


DATA HANDLING

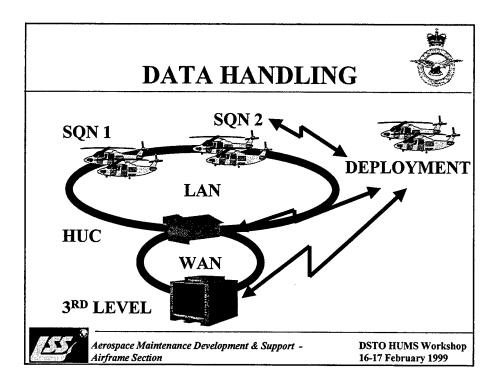


Aerospace Maintenance Development & Support -Airframe Section





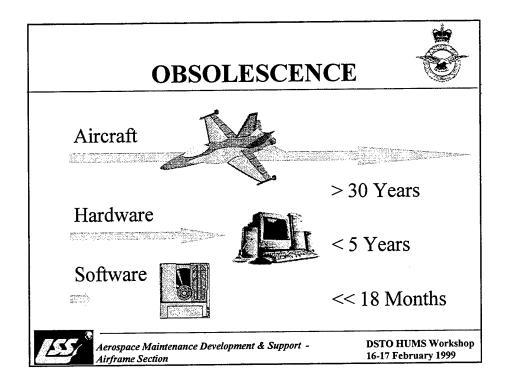
Horsley - 10

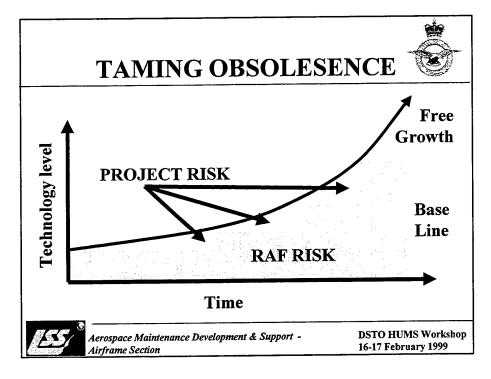




OBSOLESCENCE







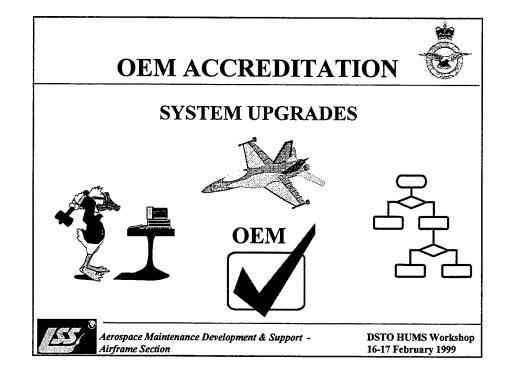
Horsley - 12



OEM ACCREDITATION



Aerospace Maintenance Development & Support -Airframe Section



Horsley - 13





SUMMARY



Aerospace Maintenance Development & Support -Airframe Section

Horsley - 14

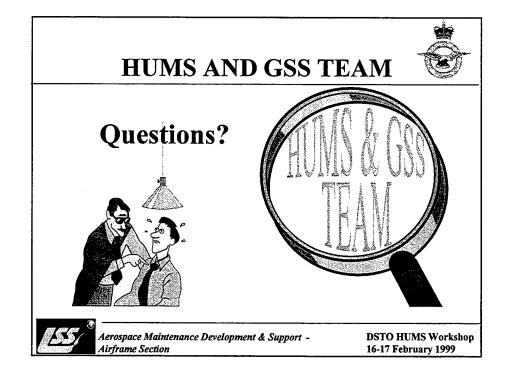
SUMMARY



- HUMS IS COMING
- BENEFITS AND LIMITATIONS
- KEY IS DATA HANDLING
- HARNESS OBSOLESCENCE
- PARTNERSHIPS REQUIRED



Aerospace Maintenance Development & Support -Airframe Section



Horsley - 15



EUROCOPTER H.U.M.S

The Helicopter Manufacturer commitments

EUROCOPTER HUMS

- Safety and Confidence End user's needs scope
- HUMS design principles
- Eurocopter experience
- HUMS module configuration
- Safety &Costs benefits

HUMS DESIGN PRINCIPLES (1)

- Many possible simple functions
 - Ex: Usage, Health (Vibration airframe+Eng.), RT&B
- Equipement status
 - Airborne Kit
 - Ground station computer (Flight Report / Maintenance reports)
 - Ground support equipment (System maintenance)

HUMS DESIGN PRINCIPLES (2)

- System Approach
- Early integration analysis
- Specifications to be done for each function related to HW & SW
- Modular concept design
- Module development

HUMS MODULE CONFIGURATION (1)

- Module 1: Usage Functions
 - Basic a/c parameters
- Flight hours counting
- Cycle counting
- Exceedance of limitation
- · Power assurance check
- CD rom documentation link (Work cards / MSR)

HUMS MODULE CONFIGURATION (2)

• Module 2: Engine vibration health

- An important part of the H/C
 - → Engine manufacturer approval
- PAC in accordance with MM of the Engine Supplier
- Functions developed in accordance with the engine Manufacturer experience & its design criteria

Module 3: H/C Vibrations

- Vibration Status of H/C and its monitored components
- On board Rotors Track & Balance
- Link with CD rom documentation

HUMS MODULE CONFIGURATION (3)

• Module 4: Transmissions(Health)

- Drive Shafts (Unbalance / Bearings)
- Gearboxes
- Link with CD rom documentation

CV/FDR Module

- Existing sensors
- Additional equipment

END USER'S NEEDS (1)

Basic EC customization

- 7000 flying helicopters for more than 1500 customers
- **₹** 1500 different customized configurations
- Yearly flying rate: 2 000 000 hours

• Actual & contractual Use of the Helicopter

- Civil / Military
- Airworthiness & Operational regulations
 - FAA, JAA, CAA, DGAC, OffShore
- Specific flight envelope & profile (ex: Logging)
- Yearly Rate

END USER 'S NEEDS (2)

• User 's Environment

- Air & Ground manpower
- · Airworthiness organization
- Maintenance facilities (level/PBH)
- Computerized stores & spares management
- Mission preparation systems/fleet management
- Communication network
- · Computer policy

END USER 'S NEEDS (3)

- HUMS Documentation
- Part of the helicopter documentation
 - HUMS basic complement and enhanced user guide for efficient trouble shouting.
- Available in paper or electronic format.
- **HUMS Training**
- · On line maintenance
- GSC&GSE operator
- · HUMS administrator

END USER'S NEEDS (4)

- **HUMS Support**
- Controlled service introduction and assistance (HUMS in relation with all a/c aspects)
- Technical assistance (on the job or on call basis)
- · Optimum spares avalaibility
- HW & SW cots obsolescence survey
- Continous operational conditions
- Easy & reliable upgrades
- Customized support contract
- · Annual user 's conference

EUROCOPTER EXPERIENCE (1)

- Early involvement in design & support
- Super Puma & Cougar:
 - 80 systems fitted
 - Over 100,000 hours flown
- Upgrades in continuous progress
- Available products for all EC helicopters version

EUROCOPTER EXPERIENCE (2)

- Safety Enhancement & Cost reduction
 - You get « both » with HUMS
 - Cost benefit must be calculated with accurate assumptions
 - A certified helicopter is safe
 - →It is safer with HUMS

EUROCOPTER EXPERIENCE (3)

• **COOPERATION**

- H/C manufacturer / Equipment vendor / Users have to win together
- These 3 actors will be actively pushed forward by airworthiness authorities (JAA-CAA), and by new operational requirements.
- Each party has an added value to be identified in order make sure that the job is not done twice.

EUROCOPTER EXPERIENCE (4)

Former difficulties

- HUMS understanding
- False Alarm rate
- Usage data provides "more accuracy"
- Hardware reliability
- Software configuration management

• Current Status

- HUMS is running stable
- Defect reports are managed through our Support centers
- Improvement of H/C work cards (Trouble shooting+Maint.)
- Safety cases have proven HUMS added value

EUROCOPTER EXPERIENCE (5)

• **HUMS Community**

- Annual EuroHUMS Conference
- Working group has defined field of benefits
- CAA HUMS task force
- Insurance companies briefing by EC periodically

• EC HUMS support centers

- Specific services have been put in place
 - Hot line, On job training, Tech assist 24h
- Networks (EC/ End Users Base to Base)

SAFETY & COST BENEFITS (1)

• Detected fault cases

- · MGB gear failure
- Tail rotor fitting crack
- Engine / MGB drive shaft unbalance
- MGB bearing advanced wear
- · Maintenance error on tail drive shaft

• > Safety has been increased

SAFETY & COST BENEFITS (2)

- Former accident status
 - Accident origins are approximately:
 - Pilots: 80%
 - Maintenance: 15%
 - Tech. Issues: 5%
- Each field of accident has the possibility to be reduced by the use of HUMS.

SAFETY & COST BENEFITS (3)

- Use of HUMS Database
- Being updated every day
- Pilots & Mechanics behavior and turnover
- H/C historical exceedance data (a/c and LRU)

SAFETY AND COST BENEFITS (4)

- Achieved Cost Reduction
- Technical Flight reduction
- Ground tests reduction
- Lighter scheduled inspection
- Better vibration status of the Helicopters
 - Crew / Passengers / Equipments
- Customized maintenance for limitation exceedence
- **\(\right)** Cost of overhaul for monitored components
- TBO extension
- Unscheduled maintenance by 20%

Conclusion

- Since 1993, Eurocopter has tried to offer the best alternative to its customers based on their growing operational requirements
- We have taken into account all economical and technical aspects related to the products offered to our customers. So far, the ROI has been confirmed by users as follow:
- Heavy helicopters
 - Civil: 4 to 5 years / Military: 7 to 10 years
- Medium/Light Helicopters
 - Civil: Less than 3 years / Military: 3 to 5 years.

DSTO-GD-0197 (Part 2)

DSTO HERBERT VERY BUILD DER VERY BEREFFER DER BEREFFER

MACHINE DYNAMICS

Brian Rebbechi and Albert Wong AMRL

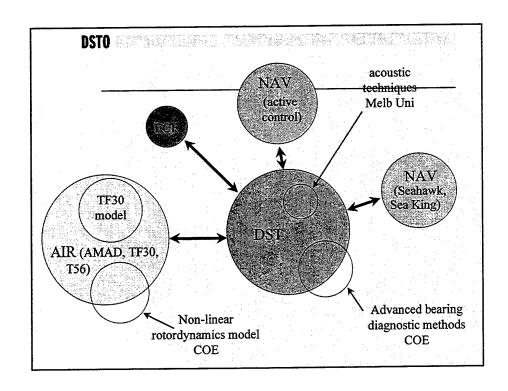
Helicopter HUMS Workshop

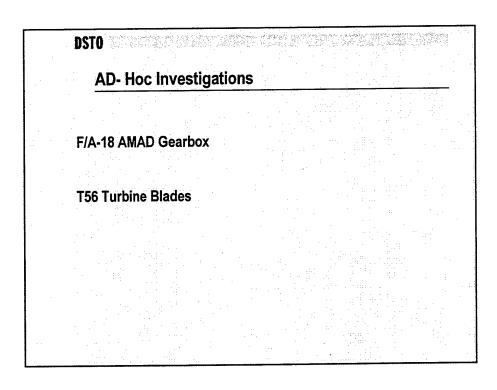
AMRL Fishermens Bend Melbourne, Australia

16th - 17th February 1999

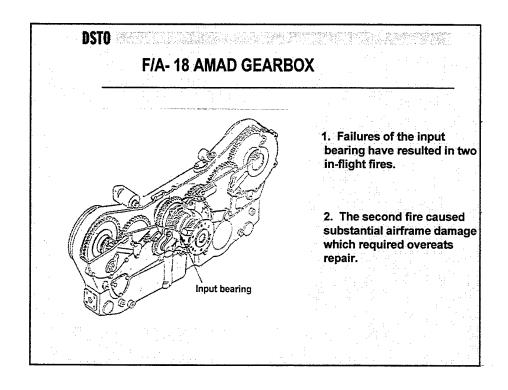
	Machine Dynamics Tasks	
Task	Title	Task Manager
DST98/164	Advanced Transmission Diagnostics Algorithm development Psycho-acoustics (ISVR) Bearing fault detection (COE) Smart bearing Acoustic detection (Melb Uni)	Albert Wong
AIR97/090	Propulsion System Vibration Analysis – RAAF AMAD TF30	Brian Rebbechi
NAV98/094	Vibration Monitoring of Navy Helicopters Hardwiring of Seahawk and Sea King fleets	David Blunt
NAV98/267	Active Vibration Control of Propulsion Systems Concept demonstrator	Brian Rebbechi
COM98/245	Eurocopter Seeded Fault Analyses – Commercial Consultancy	Albert Wong

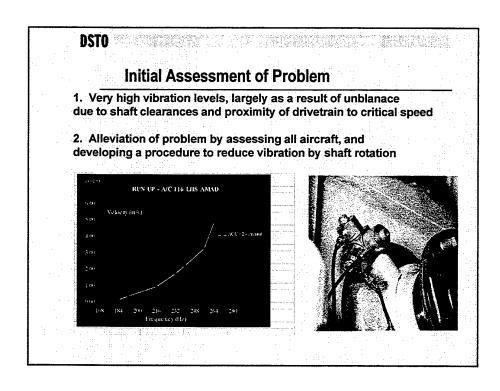
Rebbechi - 1





Rebbechi - 2



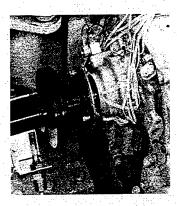


Rebbechi - 3

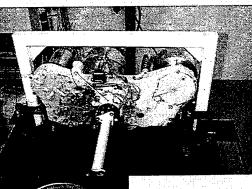
DSTO PARTY OF THE PARTY OF THE

Dynamic Load Measurement

Dynamic bearing load measurement using strain gages confirmed estimates of high bearing load. Measured values in excess of 500 lbf (Design 130 lbf) which will have life of less than 400 hrs at 100% power



P/A 18 AMAD Gearbox Test Rig



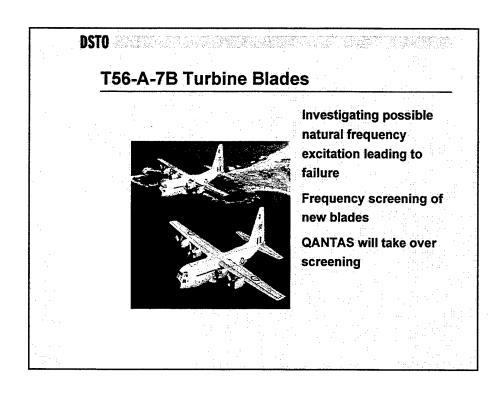
Design changes introduced from June 2000 to June 2002 (Bigger input bearing)

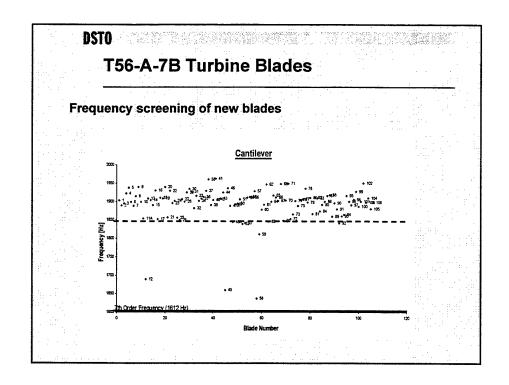
AIM: To fail bearing under service conditions. ~500lbf radial unbalance load applied.

Gearbox vibration, bearing cage speed and wear debris are monitored.

Test data from rig will complement existing vibration monitoring of the fleet.

Rebbechi - 4





Rebbechi - 5

DSTO

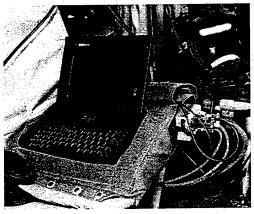
RAN Hard Wiring for Sea King and Seahawk

Chadwick - Helmuth Track and Balance

AMRL diagnostics of main, intermediate and Tail rotor

DSTO

Ruggedised Portable PC System



Fieldworks FW7500 PC (75MHz 486)

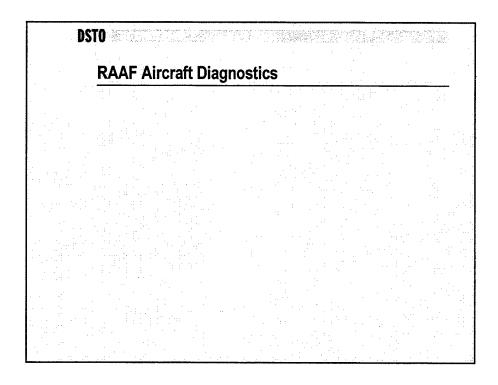
Custom built signal conditioning card (6 accelerometer + 2 tacho channels)

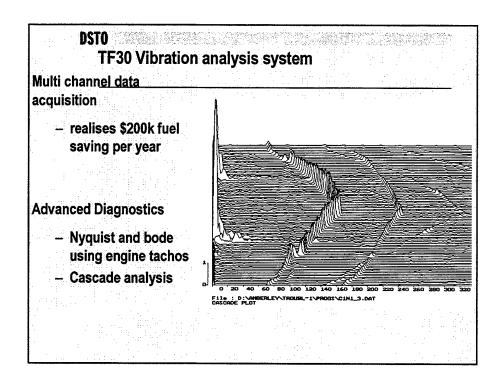
Anti-aliasing filter card

A-to-D converter card

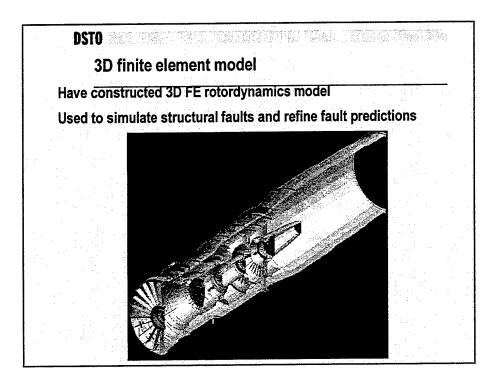
Connector interface

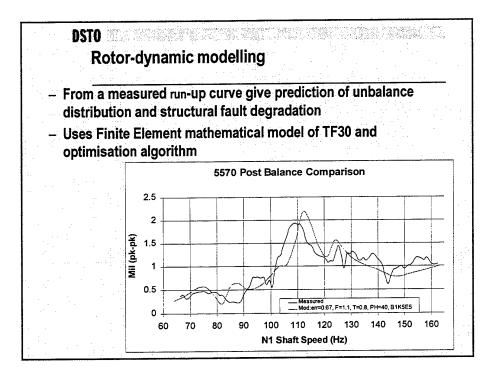
Rebbechi - 6



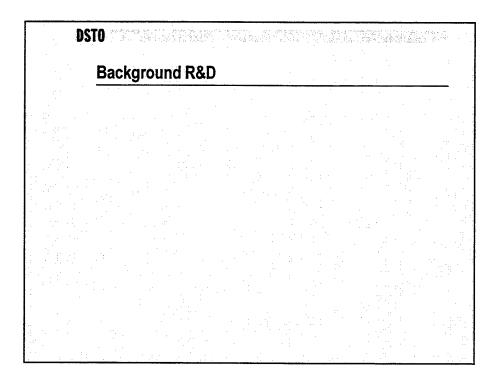


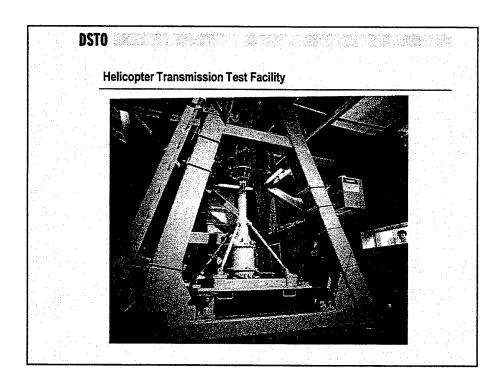
Rebbechi - 7





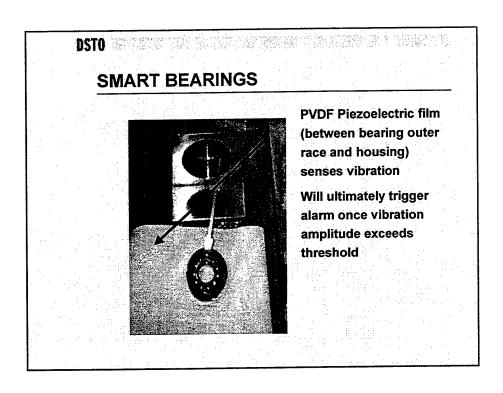
Rebbechi - 8



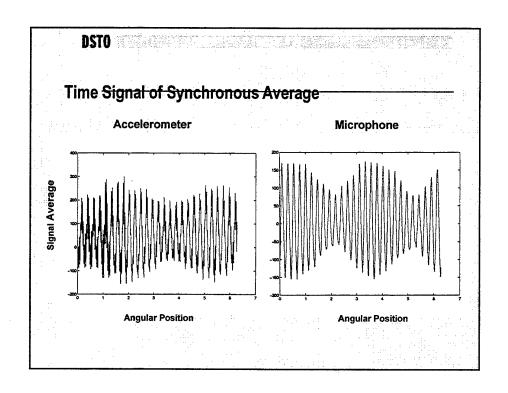


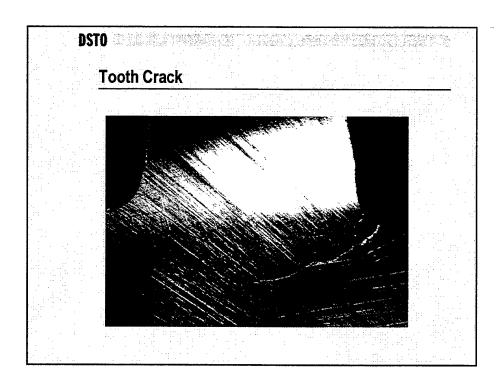
Rebbechi - 9

Planet Separation Techniques

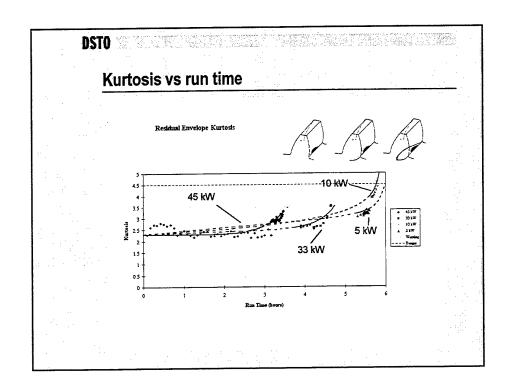


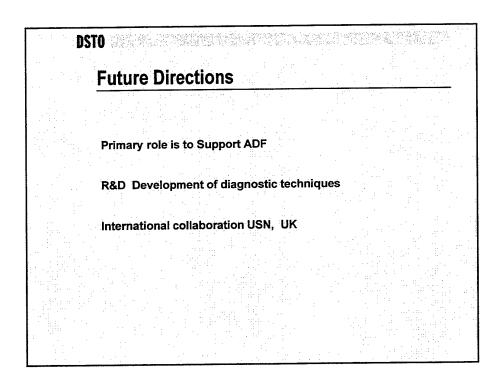
Rebbechi - 10





Rebbechi - 11





Rebbechi - 12

J. Rosinski Design Unit Gear Technology Centre Newcastle University (UK)

Gear Noise and Vibration Research at National Gear Technology Centre

ORGANISATION & FACILITIES

Self-funding research, development and design group in the field of mechanical power transmission, working for industry and government.

Founded: 1970

Staffing: 19 full time staff: 10 Engineers, 7

Technicians, 2 Secretaries.

WORKSHOPS

Well equipped mechanical and electronics workshops for the manufacture of test rigs and instrumentation.

LABORATORIES

- •Gear Noise and Vibration Laboratory with 8 MW back to back test facility.
- •Gearbox Test Laboratory for parallel axis and worm gearboxes.
- •Gear Fatigue Test Laboratory with 8 test back-to-back rigs of 75mm and 160 mm centres and up to 1.6MW power. Metallurgical & Materials Laboratories including facilities for X-ray diffraction, atomic force microscopy etc.
- •National Gear Metrology Laboratory the UK national standards laboratory for gear metrology.

EXPERTISE

- •Gear, gearbox and transmission system design and development, particularly for low noise and high strength
- •Gears system dynamic analysis (experimental and theoretical)
- •Special measurement and data analysis systems for mechanical drives
- •Gear material surface and bending fatigue strength, metallurgy and heat treatment
- •Gear noise and vibration measurement and analysis
- Gear manufacture and metrology
- •Gear Stress analysis including full 3-D FE based elastic mesh analysis
- •Failure investigation and analysis and on-site load, stress and vibration analysis of mechanical systems

AREAS OF WORK

The Design Unit has experience of design, analysis and troubleshooting in mechanical transmission systems for:

- •marine propulsion, including naval gearboxes
- •industrial drives including mining, quarrying, steel plant and chemical plant applications
- •rail traction drives, AC and DC, EMU's, locomotives and light rail
- •automotive gearboxes for cars, off-road vehicles, buses, HGV's and heavy quarry equipment
- •control and servo drives for machine tools, printing machinery and materials handling.

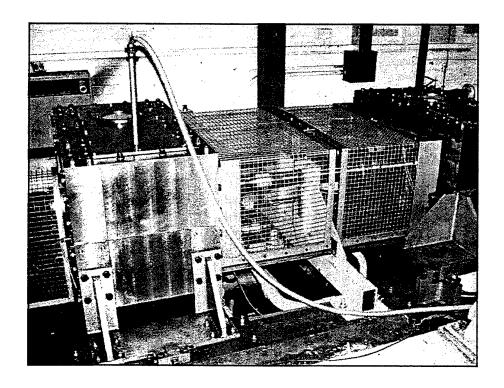
RESEARCH

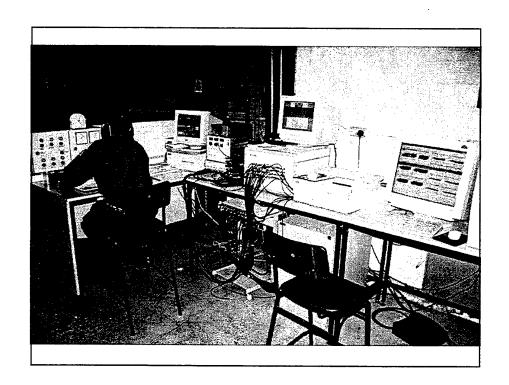
The Design Unit is engaged in fundamental research in the following areas of gear technology:

- •gear stress analysis
- •gear noise and vibration
- •gear material fatigue strength enhancement
- •gear system dynamics
- •gear grinding
- •gear metrology

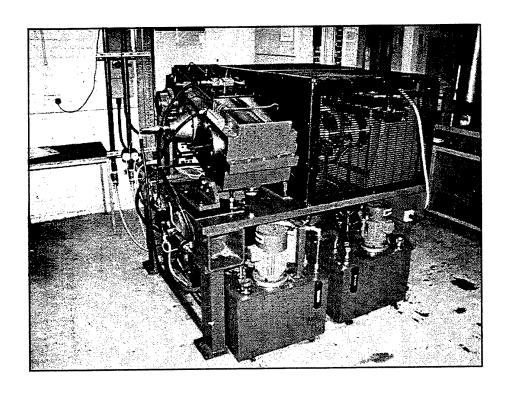
SERVICE FOR INDUSTRY

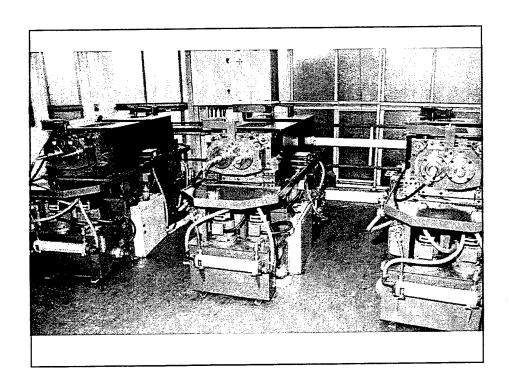
A dedicated team of engineers provide rapid on-site technical assistance in solving industrial problems. Work is typically undertaken not only in the UK but anywhere in the World.





Rosinski - 5

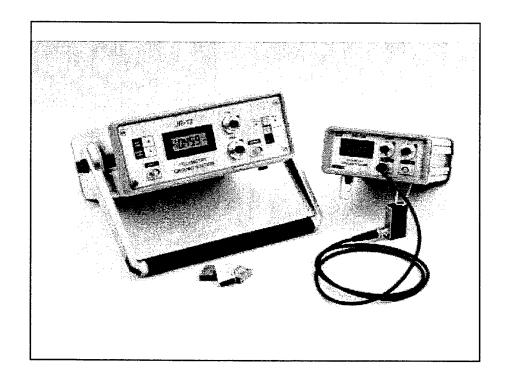




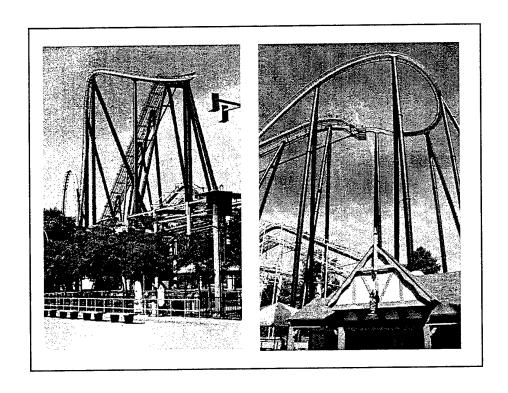
Rosinski - 6

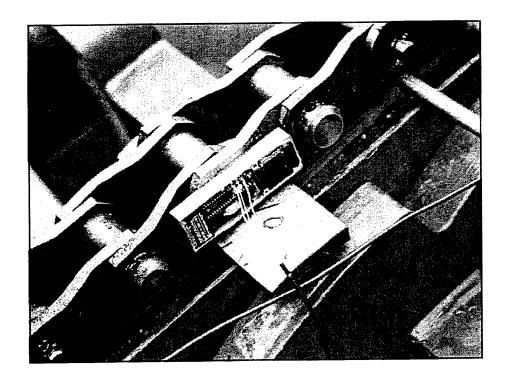
SPECIAL INSTRUMENTATION

- •Telemetry Systems
- •Miniature Slip Ring Instrumentation
- Unattended Data Loggers
- •Electronic Gear Alignment Instrumentation
- •Portable Gear Inspection Instruments
- •Miniature Strain Gauge Amplifiers
- •Dedicated Computer Based DSP Built Inside Gear Elements

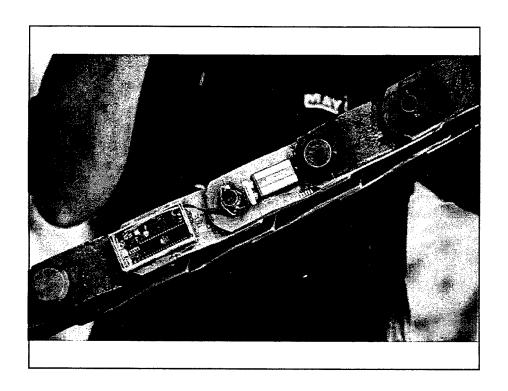


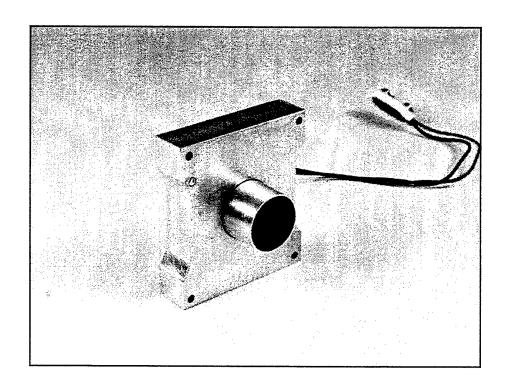
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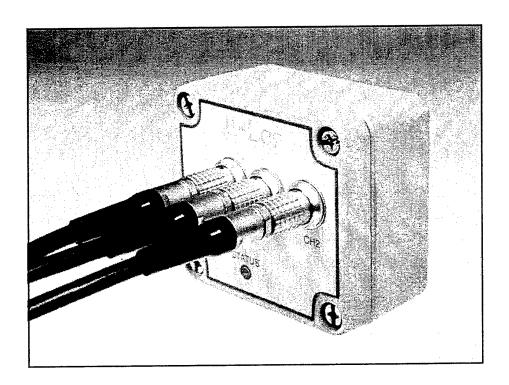
Rosinski - 8



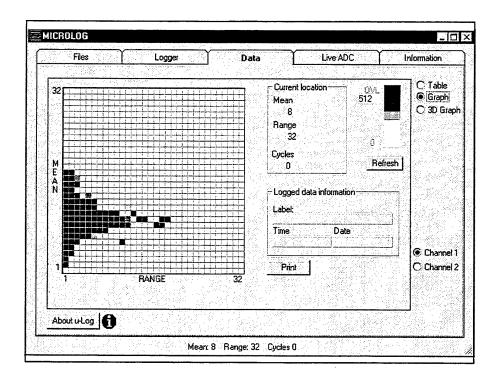


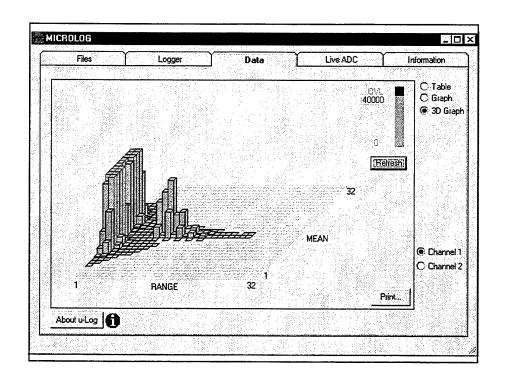
Rosinski - 9



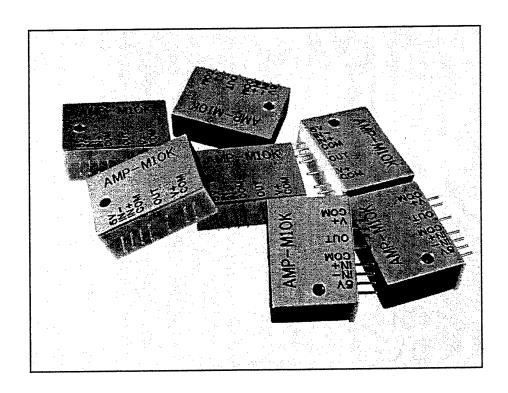


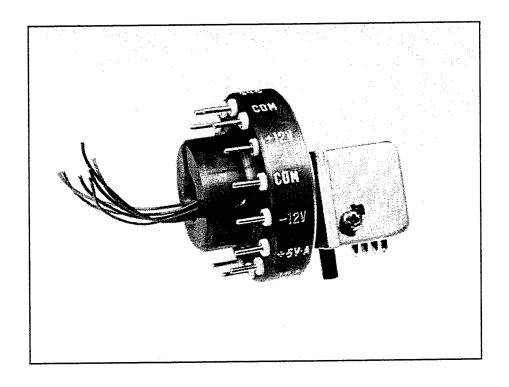
Rosinski - 10





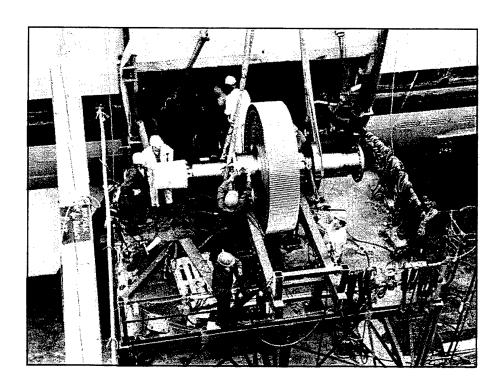
Rosinski - 11



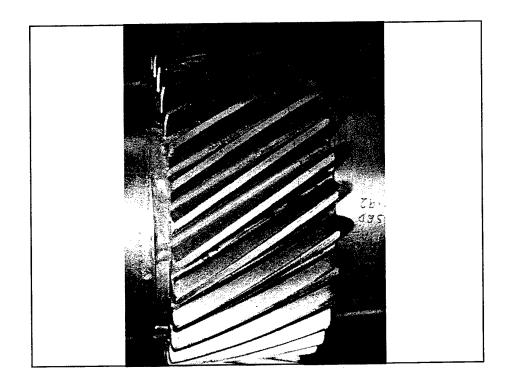


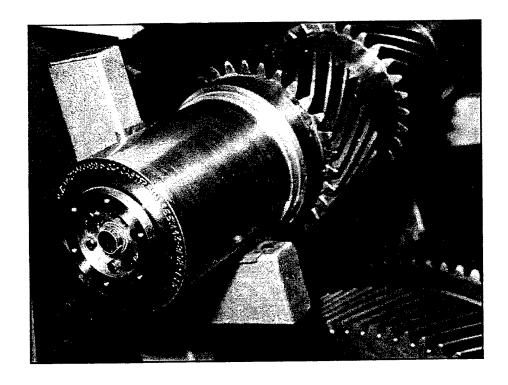
Rosinski - 12

IN - SERVICE GEAR ALIGNMENT



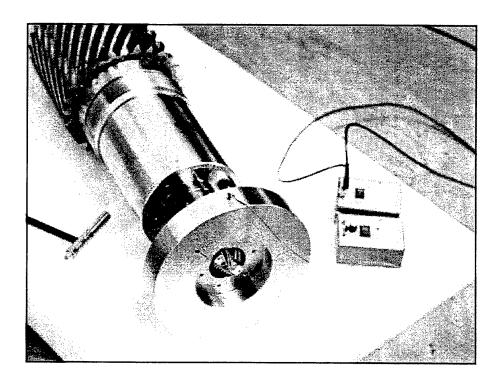
Rosinski - 13





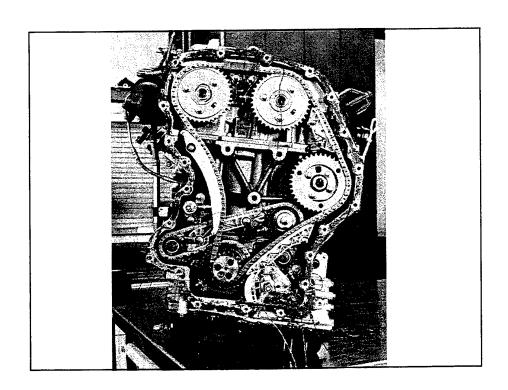
Rosinski - 14

GEAR DYNAMICS

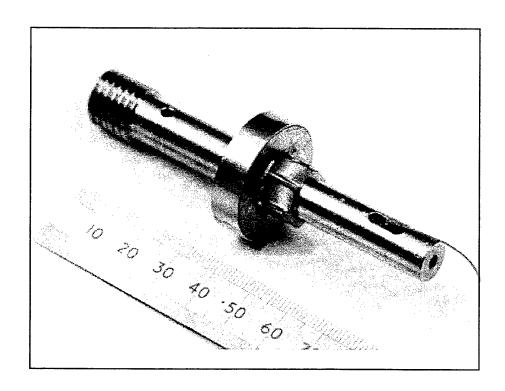


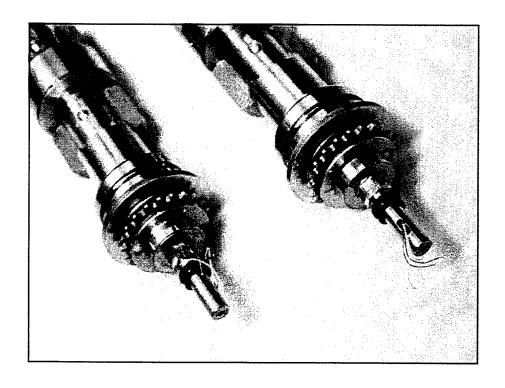
Rosinski - 15

TROUBLESHOOTING TRANSMISSION SYSTEMS

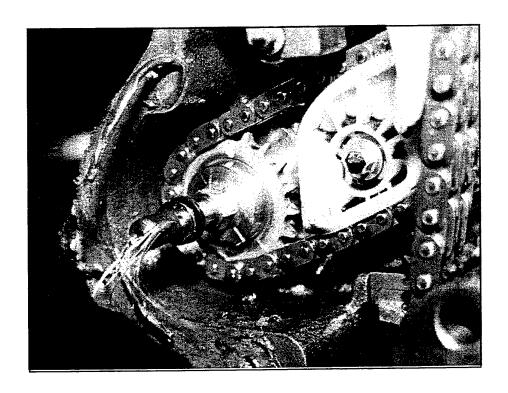


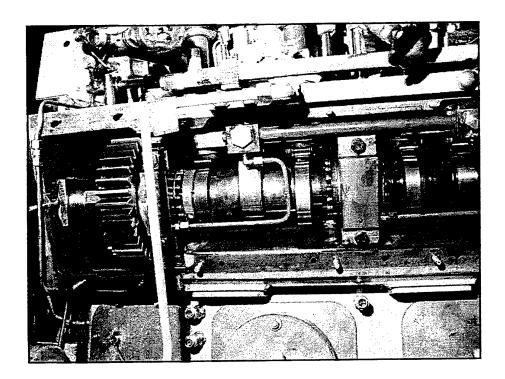
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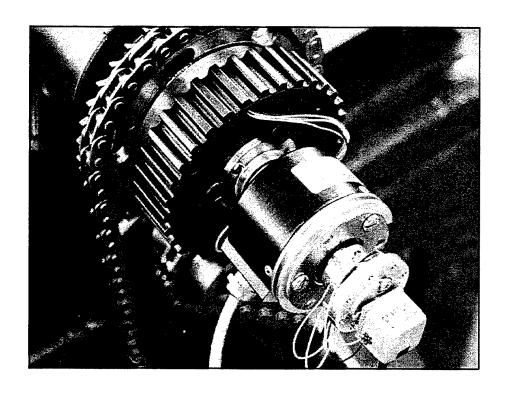


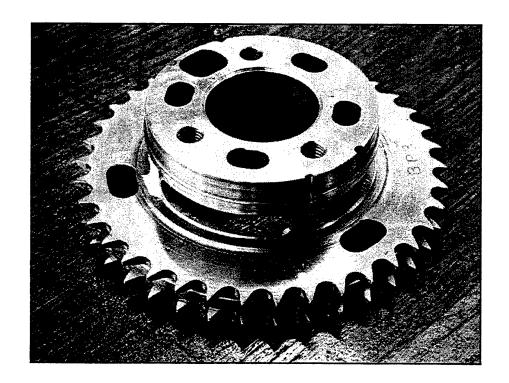
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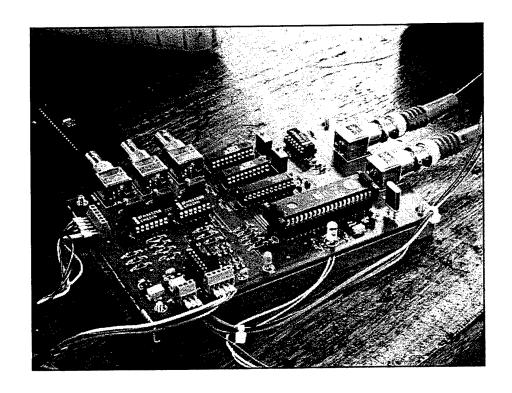


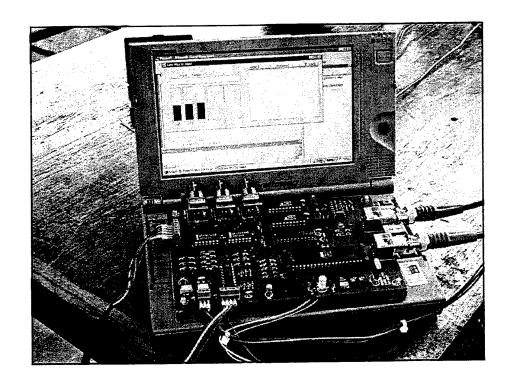
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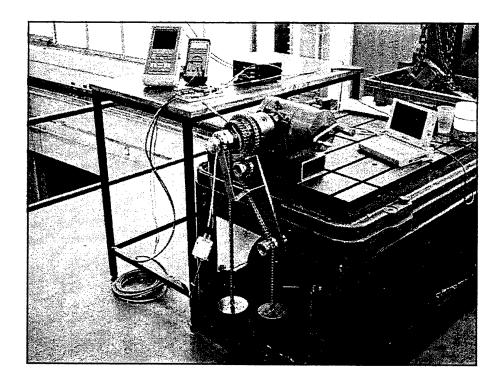


Rosinski - 19

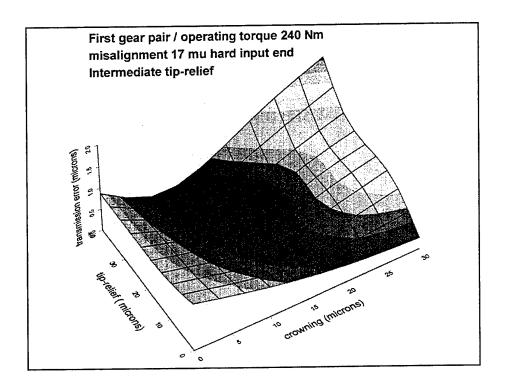




Rosinski - 20



3-D GEAR MODELLING



DEPARTMENT OF DEFENCE

DEFENCE SCIENCE AND TECHNOLOGY ORGANISATION

RESEARCH INTO SENSITIVITY OF ELECTRIC CHIP DETECTORS (ECDs), AS INSTALLED IN ADF BLACK HAWK HELICOPTERS

SPLASH LUBRICATED ENVIRONMENT IN AN INTERMEDIATE GEARBOX

"A NON-PLANAR BRIDGE"





Presenter:

Grier McVea

Airframes and Engines Division

DSTO-

DEPARTMENT OF DEFENCE

DEFENCE SCIENCE AND TECHNOLOGY ORGANISATION

Current operational mode of Electric Chip Detectors (ECDs) for Helicopter IGB

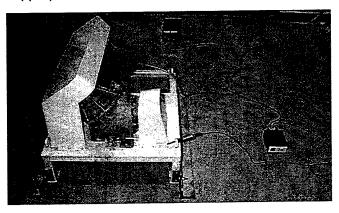
- ECD Warning Light activates in cockpit
- · Land, check and remove material from ECD
- Replace ECD, ground run 1 hour
- If there is an increased amount of metal particles
 Gearbox is removed and sent to OEM for overhaul

Airframes and Engines Division -

DSTO#

Black Hawk Intermediate Gearbox Rig

Work described here was done, using a Black Hawk IGB coupled to an electric motor and operated at the same speed (rpm) as in the helicopter.



Airframes and Engines Division

DSTO-

2 mm GAP

DEPARTMENT OF DEFENCE

DEFENCE SCIENCE AND TECHNOLOGY ORGANISATION

RADIAL ELECTRIC CHIP DETECTOR IN IGB

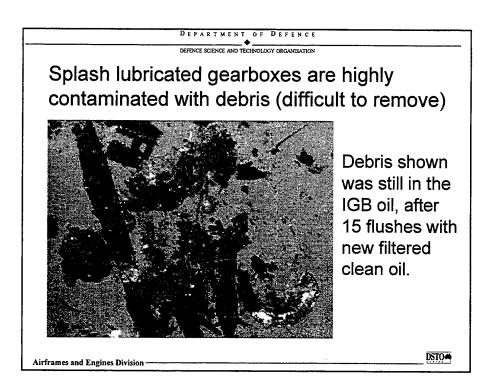


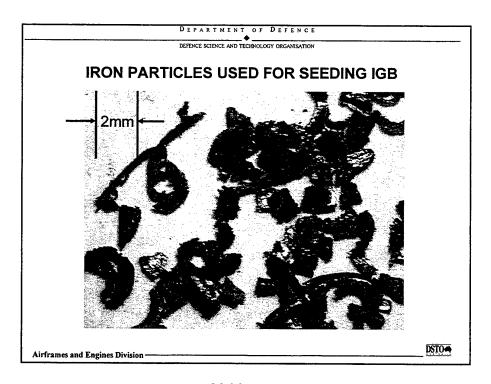
Wear debris is distributed across the gap, to close the electric bridge and activate the cockpit light

Airframes and Engines Division

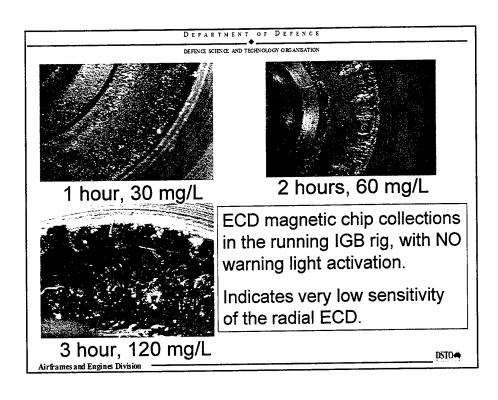
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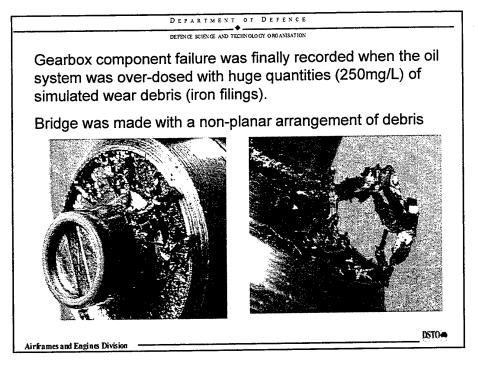
McVea - 2



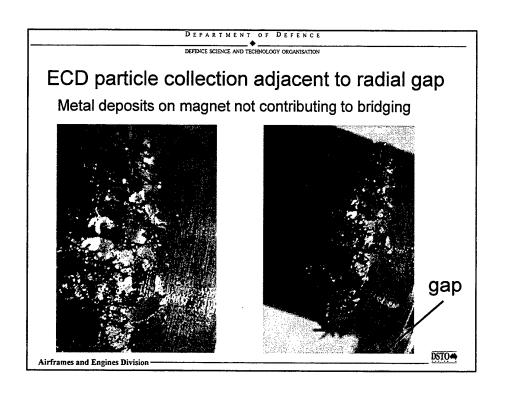


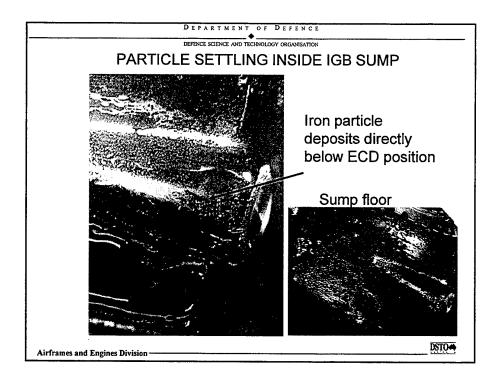
McVea - 3





McVea - 4





McVea - 5

DEPARTMENT OF DEFENCE

DEFENCE SCIENCE AND TECHNOLOGY ORGANISATION

Current operational mode of Radial Electric Chip Detectors (ECDs) for IGB Health

Conclusion:

- Current Radial ECDs located in IGBs appear to be very insensitive to wear debris accumulation within the gearbox
- Stronger magnets would provide earlier warning

Airframes and Engines Division

DSTO-

DEPARTMENT OF DEFENCE

DEFENCE SCIENCE AND TECHNOLOGY ORGANISATION

Planned further Black Hawk IGB Work

To study effects on ECD capture efficiencies with

- · increased oil temperatures
- introduced vibration

Airframes and Engines Division

DSTO-

HEALTH AND USAGE MONITORING SYSTEM FOR THE ROOIVALK COMBAT SUPPORT HELICOPTER

C.J. Botes

Analysis, Management & Systems (Pty) Ltd

338 16th Road, Halfway House, 1685

South Africa

Abstract

The Health and Usage Monitoring System (HUMS) developed for the Denel Aviation Rooivalk CSH forms an integral part of the System Status Monitoring (SSM) capability of the aircraft. It provides an on-board capability to monitor and report basic aircraft health, usage on critical components, status, performance and limits exceedances to both the air and ground crews.

The HUMS comprises of the following elements:

- a) Two Health Monitoring Units (HMUs) which include the Master Warning electronics;
- b) Vibration Monitoring Unit (VMU);
- c) Refuel/Defuel Unit (RDU);
- d) Crash Recorder Unit (CRU) (optional);
- e) Mission Planning and Ground Support Station;
- f) Set-up and Diagnostics Station.

This is an excellent example of a fully integrated HUMS with all the associated benefits of minimising the number of Line Replaceable Units (LRUs) on-board the aircraft.

1. Introduction

The Health and Usage Monitoring System (HUMS) on-board the Denel Aviation Rooivalk CSH forms a integral part of the System Status Monitoring (SSM) capability dedicated to

monitoring the basic aircraft system by means of a large number of sensors distributed throughout various parts of the aircraft.

The HUMS provides the Rooivalk CSH with an on-board capability to monitor and report basic aircraft health, usage on critical components, status, performance, limits exceedances and exceptions, to both the air and ground crews via the Integrated Management System (IMS).

The basic aircraft is defined to include the airframe, airborne avionics systems, powerplant and transmission systems.

The relationship between the SSM, IMS, HUMS and basic aircraft is best described as shown in figure 1.

The objectives of the SSM is to:

- a) Provide the aircrew with the information necessary to ensure a high degree of confidence that the aircraft is fit for flight and airworthy at any point in time.
- b) Inform the aircrew in the event of system failure, either through malfunctioning or battle damage, with information necessary to:
- c) Make the correct mission related decisions;
- d) Make the correct decisions related to optimised management of the remaining aircraft capabilities.
- e) Provide the aircraft support system with the correct information to enable effective

Botes - 1

maintenance and support of the aircraft, both in the long and short term. This includes operational support.

f) Provide the accident investigation team, in the event of an accident, with information necessary to make the correct deductions concerning the cause of the incident.

The information required on the basic aircraft to meet the above objective, is acquired via the HUMS and distributed to the relevant on-board and off-board systems via the IMS. This is used to provide information for in-flight indication, but restricted to events likely to cause a mission failure. All information necessary to maintain the aircraft in a flight serviceable condition, that is health, usage and fault history, is recorded by the on-board system.

After a flight, a limited set of recorded data is available to the maintenance crew via the Multi-Function Displays (MFDs) in the cockpit. This data set is limited to information about the aircraft's fitness to fly and information to assist the maintenance crew in maintaining the aircraft. All recorded on-board data is available for downloading, via a Data Transfer Unit (DTU) to the logistic information system for further analysis.

2. Rooivalk HUMS System Design

The major sub-systems comprising the on-board equipment of the HUMS are:

- a) Two Health Monitoring Units (HMUs) which include the Master Warning electronics;
- b) Vibration Monitoring Unit (VMU);
- c) Refuel/Defuel Unit (RDU); and
- d) Crash Recorder Unit (CRU) (optional).

The off-board equipment consist of the following:

- a) Mission Planning and Ground Support Station;
- b) Set-up and Diagnostics Station.

The HUMS system architecture and interfaces are shown in figure 2.

The HUMS architecture reflects a combination of historical events as well as specific requirements relevant to the role of an attack helicopter.

In terms of the history, the previous architecture on the ADM Rooivalk CSH implements the current HUMS functionality in 14 separate LRUs distributed all over the aircraft. The subsequent development phase required a substantial mass reduction of the aircraft, which led to the large-scale integration of separate LRUs into the current HUMS.

Due to the fact that this is a HUMS for an attack helicopter with a glass cockpit design and the fact that the Master Warning Unit (MWU) resides inside the HMU, dual redundancy was required for the HMU in terms of the basic aircraft status reporting. This increases the probability of supplying information to the aircrew on which a decision can be based to complete the mission, even in the event of some battle damage being incurred.

Another unique characteristic of this HUMS architecture is the fact that the Refuel/Defuel Unit (RDU) was contracted as a part of the HUMS. Although somewhat of historical nature, the most significant reason for this is the fact that the HUMS performs the fuel management and leakage detection functions.

In summary the HUMS can be regarded as an Air Vehicle Management System, which performs the following major functions:

- a) Basic aircraft status monitoring;
- b) Basic aircraft health and usage monitoring;
- c) Basic aircraft sub-system control and management;

The HUMS monitors the following aircraft systems:

Botes - 2

- Automatic Flight Control System;
- Air/Ground System;
- S Air Data System;
- ♦ Airframe:
- Transmission and drive train elements;

- ⋄ Fire Detection System;
- Hydraulic System;
- Electrical Power Generation Systems;
- ₲ Environmental Control System.

3. HUMS Equipment Breakdown

3.1 Health Monitoring Unit (HMU)

3.1.1 HMU Functionality

The two HMUs perform the Health and Usage monitoring function of the basic aircraft. The HMUs form a dual-redundant set for flight-critical parameters and is the interface between the Helicopter Mission Computers (HMCs) and external sources. The HMUs perform signal conditioning, digital encoding, processing, analysing and conveying of data to the avionics bus. In the case of the fuel system they perform the fuel management function, with the exception of the refuel/defuel function.

The HMUs are physically identical units up to pin level, while the software identify each HMU as either HMU1 or HMU2 by the individual looming connections.

The master warning capability is physically located within the HMU and is totally independent from the other functions performed by the HMUs. Each master warning unit within its respective HMU contains its own power supply and is backed up by the HMU power supply. Warnings are provided via the aircraft annunciator panel.

The HMU performs the following major functions:

- a) Data acquisition, conversion and validation of basic aircraft sensor data;
- b) HUMS data processing and analysis (models);
- c) Mode, time and regime handing;
- d) Built in test, error handling and event handling;
- e) Sub-system excitation and control, e.g. Fuel management and Environmental control;
- f) Data reduction, storage and management;
- g) Data reporting to various sub-systems;
- h) Independent master warning function that couples basic aircraft warning and alarms to the annunciator panels;
- i) On-board set-up and testing.

A HMU hardware functional block diagram is shown in figure 3.

3.1.2 HMU Characteristics

The HMU hardware was fully designed, developed and manufactured by AMS. The onboard processing of the basic aircraft data was implemented by AMS as defined in the models supplied by Denel Aviation. This required close co-operation with Denel Aviation in order to ensure that the basic aircraft interfaces are implemented to meet these requirements. The HMU utilises a convection cooled 3/4 ATR packaging with a power capacity of 120 Watts. The 10 slot backplane provides a IEEE 1296 MultiBus II interface between the MIL-STD-1389D (SEM-E) processor and I/O modules. The hardware characteristics can be summarised as follows:

3.1.2.1 HMU Processor Module (1x)

- ♦ Intel 80960 32-bit RISC processor (25 MHz).
- S 2 Mbyte Static RAM.
- ♦ 2 Mbyte Flash Memory.

Botes - 3

- IEEE 1296 compatible MultiBus II interface.
- Two independently programmable serial ports (RS422 & RS232).
- Facilitates the onboard processing of all data acquired from the aircraft systems as defined in the C-language based HMU960 CSCI.

3.1.2.2 1553B Processor Module (1x)

- Intel 80960 32-bit RISC processor (25 MHz).
- S 2 Mbyte Static RAM.
- 2 Mbyte Flash Memory.
- 🔖 IEEE 1296 compatible MultiBus II interface.
- Two independently programmable serial ports (RS422 & RS232).
- Dual redundant MIL-STD-1553B bus interface as Bus Controller, Remote Terminal or Bus Monitor.
- Facilitates the onboard processing required for data reporting on the 1553B databus as defined in the C-language based I/O960 CSCI.

3.1.2.3 General I/O Module (1x)

- Provide 96 multi-level discrete inputs between 0 and 28V, programmable in steps of 150mV of which 48 is opto-isolated.
- Provide 16 discrete outputs capable to sink/source up to 25V at 100mA continuous of which 8 is opto-isolated.
- This module functions as a slave MultiBus II interface.

3.1.2.4 Dedicated I/O Module (1x)

- Accepts up to 192 multi-level discrete signals from the aircraft and converts the 28V signals to TTL compatible signal.
- Inputs are programmable between 0 and 28V in steps of 150mV capable of either sink or source current.

- Provide 8 discrete outputs with full short circuit protection.
- This module functions as a slave MultiBus II interface.

3.1.2.5 Comms and Tacho Module (1x)

- 4 Mbyte Flash Memory.
- Serial communication includes 3x RS232 ports, 3x RS485 ports, 1x RS485/RS422 SDLC port, 2x ARINC 429 inputs, 1x ARINC 429 output and 1x Harvard BI-Phase port.
- Accepts up to 32 multi-level discrete signals from the aircraft and converts the 28V signals to TTL compatible signal.
- 🔖 IEEE 1296 compatible MultiBus II interface.
- Facilitates the onboard processing required for data reporting on the 1553B databus as defined in the C-language based I/O960 CSCI.

3.1.2.6 General Analogue Module (3x)

- Provides all sensor excitations and stimulus.
- Provides 12 bit resolution ADC and DAC with associated filtering to monitor all analogue signals.
- Analogue signals catered for are 10x differential input DC voltages, 3x differential input AC voltages, 1x differential input AC current, 2x differential input DC currents, 6x resistive temperature sensor inputs, 2x potentiometer inputs and 12x excitations.
- This module functions as a slave MultiBus II interface.

3.1.2.7 Master Warning Module (1x)

Operates independently from other HMU modules and is powered from a separate power source.

Botes - 4

- BIT circuitry reported back to the HMU.
- Provides the interface between aircraft sensors and the annunciator panels to indicate the following:
 - > Engine fire
 - > Pilot initiated reset
 - > Engine low pressure
 - > Power loss/faults in engines
 - > Low fuel quantities
 - ➤ Low/High NR
 - > Rotor-brake status
 - Low gearbox oil pressures
 - > Shutoff valve status
 - Main gearbox fire
 - Delta between NG1/NG2 out of limits
 - Low cross-feed pressures between fuel tanks
 - AFCS not functional

3.2 <u>Vibration Monitoring Unit (VMU)</u>

3.2.1 VMU Functionality

The Vibration Monitoring Unit performs vibration related health analysis on the engines and drive-train elements of the aircraft and acquires vibration and track information in order to perform rotor track and balance.

The mission of the VMU is to improve aircraft safety by early detection of component degradation before secondary damage or catastrophic failure and to supply intelligent diagnostic information, which can be used as a maintenance tool to give an indication of defective components without removing the components for inspection. This is accomplished by analysing the vibration response of the different components using dedicated vibration sensors and the accompanying acquisition and analysis hardware and software.

The system initiates the execution of the appropriate algorithms in accordance with specific

ground and flight regimes in order to minimise interaction with the aircrew.

The emphasis of the system design is to provide an early alarm of any vibration related abnormalities which may endanger the aircrew or aircraft life.

The VMU makes provision to monitor the following systems:

- a) Rotor System
 - Main rotor system.
 - S Tail rotor system
- b) Engines 1 & 2
- c) Transmission System
 - ⋄ Coupling gearboxes 1 & 2
 - Main gearbox
 - Intermediate gearbox
 - Tail rotor gearbox
 - S Oil cooler fans
- d) Drive Shafts
 - Tail rotor drive shafts, couplings and hanger bearings
 - ♥ Drive shafts between MGB and CGB
 - Drive shafts between engine and the CGB.

The VMU performs the following major functions:

- a) Data acquisition, conditioning, validation and signal processing;
- b) Vibration analysis on the aircraft gearboxes, critical bearings, engines, critical shafts, main and tail rotors;
- Acquisition and analysis scheduling according to the current flight regime or commands via the HMU;
- d) Data storage and management;
- e) Exceedance detection and reporting:
- f) Built in test;
- g) Communication with the HMU and SDS over serial channels.

A VMU hardware functional block diagram is shown in figure 4.

3.2.2 VMU Characteristics

The VMU hardware was fully designed and developed by AMS. The software development was performed by AMS in co-operation with UK based MJA Dynamics (MJAD), who supplied all the vibration diagnostic algorithms. defined by MJAD algorithms were implementation by AMS, while the acquisition software was an AMS development. required close co-operation AMS, MJAD and Denel Aviation to ensure that all the detail geometrical data of the drive train were reflected in the detail algorithm implementation. The VMU utilises a convection-cooled 1/2 ATR packaging with a power capacity of 45 Watts. The 5 slot backplane provides the MultiBus II interface between the MIL-STD-1389D (SEM-E) processor and I/O modules. The hardware characteristics can be summarised as follows:

3.2.2.1 VMU Processor Module (1x)

- ♦ Intel 80960 32-bit RISC processor (25 MHz).
- ⋄ 2 Mbyte Static RAM.
- 🔖 2 Mbyte Flash Memory.
- Two independently programmable serial ports (RS422 & RS232).
- Facilitates the acquisition process control and onboard diagnostic calculation of all data acquired from the drive train elements as defined in the C-language based Control and Diagnostic CSCI.
- This CSCI calculates all the dimensionless 12x Gear indices, 7x Bearing indices, Engine indices, Shaft indices, Main RTB indices and Tail balance indices.

3.2.2.2 Vibration Acquisition Module (1x)

- B DSP based (TMS320C31) floating point processor.
- Two simultaneous acquisition channels, each with 15 multiplexed inputs, 30 accelerometer interfaces in total.
- Provide for a total of 8 tacho signal interfaces, 6 magnetic type inputs and 2 TTL compatible inputs.
- Provide for a tracker interface via RS485.
- Provide accelerometer excitation constant current source of 4.6mA at 28Vdc for each channel.
- Software selectable Gain Amplifiers, High Pass Filters and Internal Clock, 8th order elliptical Anti-alias filter, 12bit Analogue to Digital Converter and 24bit resolution Period Counter with 16.5MHz clock frequency.
- 4 2 Mbyte Dynamic Memory used for storage of acquired data.
- Facilitates the acquisition process and preprocessing to determine the signal and power averages required by the diagnostic algorithms as defined in the C and Assembler language based Acquisition CSCI.

3.3 Refuel/Defuel Unit (RDU)

3.3.1 RDU Functionality

The RDU automates the process of pressure refuelling and de-fuelling and provides fuel quantity measurement and tank leakage information on a continuous basis to both HMUs.

The front face of the unit forms the man-machine interface when performing the refuel/defuel function. The RDU performs the following major functions:

 a) Automatic control of the pressure refuel/defuel process on-board the aircraft;

- b) Prime fuel measurement system on-board the aircraft; and
- Internal tank leakage detection and associated tank inhibition.

3.3.2 RDU Characteristics

AMS and Denel Aviation jointly specified the RDU and the development was sub-contracted to INTERTECHNIQUE in France. Due to the limited applicability of the RDU to HUMS in general, no further detail is supplied in this paper.

3.4 Crash Recorder Unit (CRU)

3.4.1 CRU Functionality

The CRU records all data for accident/incident investigations and is connected to both HMU1 and HMU2 via a Harvard bi-phase link. The primary source of data is from HMU1 and in the event of HMU1 failure HMU2 will take over the function. The CRU implementation was designed to be EUROCAE ED55/56A compliant while the actual fit is provided as a customer option.

3.4.2 CRU Characteristics

The CRU for the Rooivalk CSH is regarded as on off-the-shelf item with no development work required. Currently the BASE SCR500 CVFDR is proposed as a customer option. Up to 25 hours of flight data and 2 hours of voice data (4x channels) can be stored.

3.5 Off-board HUMS Sub-systems

3.5.1 Set-up and Diagnostic Station (SDS)

This function is implemented on a portable PC with a serial interface (RS232) to the unit under test. It is used to up-load configuration data to the relevant HUMS on-board equipment. It is also used to perform limited testing of the on-board equipment to enable confirmation of failed equipment. Software revision upgrades is also facilitated via the SDS without opening the onboard equipment. From an OEM/Operator

point of view, the SDS is used as an aircraft installation tool to verify sub-system functionality as installed on the aircraft.

3.5.2 <u>Mission Planning and Ground Support Station</u> (MGSS)

The Mission Planning and Ground Support System is a computerised facility that will be deployed with the Rooivalk CSH to allow the flight crew to perform on-line and off-line mission planning and debriefing, and the maintenance support crew to perform, configure and document aircraft logistic analysis and support actions. The MGSS System primarily consists of the following major components:

- S MGSS computer hardware platform.
- S Ground Data Transfer Unit (GDTU).
- Mission Planning and Debriefing software application Module (MPDM).
- Data Transfer/Translator software application Module (DTTM), which will be a library part of the MPDM (possible a DL).
- Maintenance Data software applications Module (MDM).

For the purposes of this paper, only the MDM will be discussed further as this is relevant to the HUMS implementation.

3.5.2.1 Maintenance Data Module (MDM)

The MDM shall be a tool in aid of the maintenance support crew that will facilitate the planning, transfer, debrief, analysis and processing of maintenance (logistic) information of the aircraft in order to provide maintenance management support for the complete Rooivalk CSH.

The MDM shall have the following capabilities:

Provide the ground support crew with the capability to ensure that all aircraft at squadron or aircraft "deployed" within a flight/element are maintained and supported at all times.

- Provide the support crew with the capability to accurately diagnose aircraft system level faults, usage, health and performance, and to prognose possible failures from the data acquired by means of the aircraft on-board system. This entails:
- Processing and Analysis of the captured onboard data suing the HUMS Expert Analysis and Fault Diagnostics (FD) modules.
- Diagnostic decision support to diagnose and isolate system level faults using the FD module and Reference Information (Refinfo) module.

The MDM consists of the following main modules:

- SLIS Module
- ♥ Refinfo Module
- S Fault Diagnostics (FD) Module
- ₲ HUMS Export Analysis Module
- System Utilities Module

The SLIS Module forms the primary Integrated Logistics Support Information System in the SAAF and supports force logistic application operations.

The Refinfo Module is responsible for the creation, modification, management and publishing of technical documents for both paper and interactive delivery.

The Fault Diagnostics Module is responsible for providing a decision support system that utilises logistic (SLIS) and system data to assist maintenance personnel to achieve efficient fault diagnosis.

The HUMS Expert Analysis Module is responsible for providing a processing and analysis function to generate performance information from the Rooivalk on-board HUMS systems. For example:

- Fault Isolation and Model Inversion Analysis
- Go/No-Go Analysis

- Event Analysis
- Usage Analysis
- Trend Analysis

The System Utilities Module is responsible for performing certain system and database, administration functions such as System Access Control, File Management, Import/Export of data, Audit Trails and Ad Hoc User Defined Reporting and Queries, etc.

The MGSS is currently still under development with Denel Aviation as the prime contractor to ensure integration of the Mission Planning and Maintenance Support functions.

4. Conclusion.

The HUMS as developed for the Rooivalk CSH is an excellent example of a fully integrated HUMS. This stems from the fact that the HUMS was designed in as part of the basic aircraft as well as the avionics, rather than an add-on system. The benefits are that duplication of functionality is minimised with the obvious associated reduction in the number of LRUs onboard the aircraft. This in turn has a mass reduction advantage and over and above the expected HUMS benefits, provides a life-cycle cost reduction benefit. This architecture also provides the flexibility to adapt the HUMS information available to the aircrew to the requirements of each specific customer.

By maximising the amount of parameters recorded by the HUMS, the future growth path is provided to include future enhancements by software upgrades, thus avoiding costly hardware upgrades.

5. Acknowledgement

AMS would like to acknowledge the support of Denel Aviation with regards to the HUMS development. Further acknowledgement also to INTERTECHNIQUE on the RDU development and MJA Dynamics as the VMU algorithm supplier, who distinguished themselves as excellent partners in the development programme.

6. List of References

- Air Vehicle System Development Specification, Document Number 08A0000TB0001, Issue E.
- Prime Item Development Specification for the XH-2 Aircraft Health Monitor System, Document Number 08C4800TB0001, Issue 1.
- Prime Item Development Specification for the Mission Planning and Ground Support Station, Document Number 08C1500TB0003, Issue A.

List of Abbreviations

AMS : Analysis Management & Systems (Pty) Ltd

AP : Annunciator Panel

ATR : Air Transport Racking

AIU : Aircraft Identification Unit

ADM : Advanced Development Model

CRU : Crash Recorder Unit

CGB : Central Gearbox

DECU : Digital Engine Control Unit

DTD : Data Transfer Device

DTU : Data Transfer Unit

ECS : Environmental Control System

EDU : Engine Data Unit

IMS : Integrated Management System

I/O : Input / Output

HMC : Helicopter Mission Computers

HUMS : Health and Usage Monitoring System

LRU : Line Replaceable Unit

MFD : Multi-Function Displays

MMI : Man Machine Interface

MWU : Master Wing Unit

MGB : Main Gearbox

PDS : Portable Data Store

RDU : Refuel/Defuel Unit

SDS : Set-up and Diagnostic Station

SSM : System Status Monitoring

VMU : Vibration Monitoring Unit

List of Figures

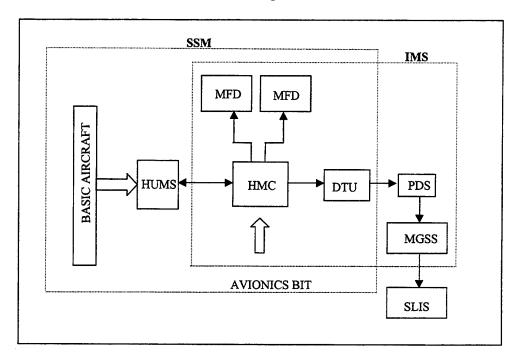


Figure 1: SSM, IMS and HUMS Context diagram

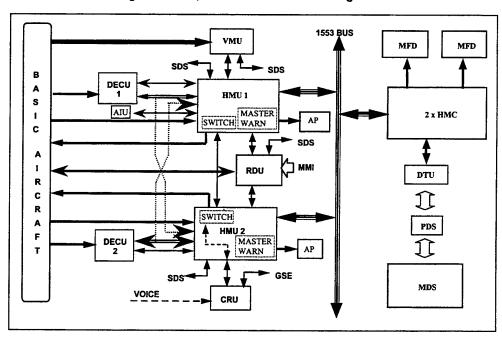


Figure 2: Rooivalk HUMS Architecture

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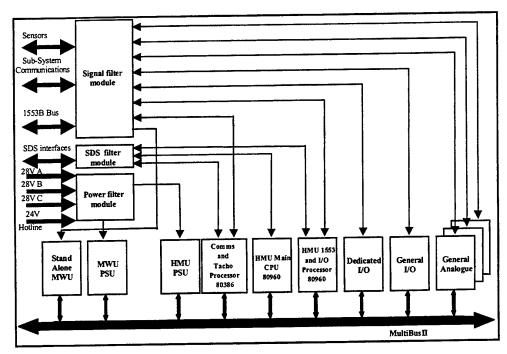


Figure 3: HMU Hardware Functional Block Diagram

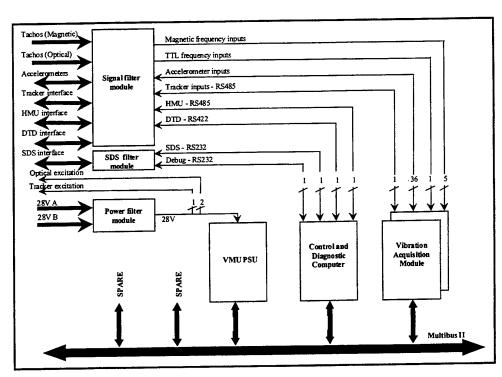


Figure 4: VMU Hardware Functional Block Diagram

Botes - 12

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DEFENCE SCIENCE AND TECHNOLOGY ORGANISATION

LUBRICATION OIL DEBRIS MONITORING PROGRAM AT AMRL

Presenter

Ben Parmington

Airframes and Engines Division

DSTO.

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DEFENCE SCIENCE AND TECHNOLOGY ORGANISATION

LUBRICATION OIL DEBRIS MONITORING PROGRAM AT AMRL

OBJECTIVE OF THE PROGRAM

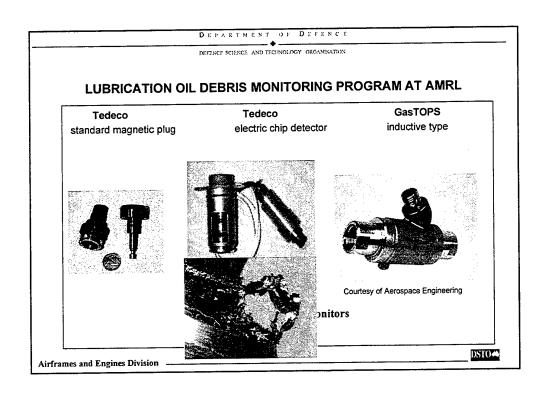
 Enhance AMRL's understanding of the operation and performance of existing and new generation oil debris monitors,

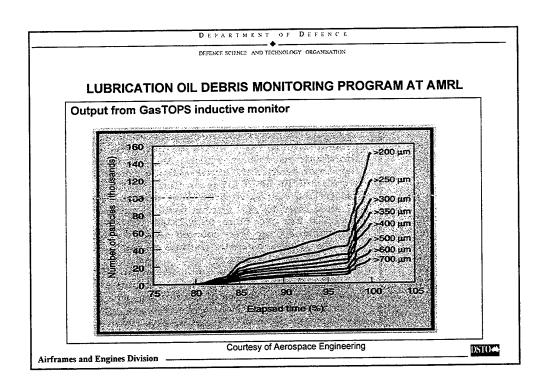
IN ORDER TO

 better position AMRL to provide advice to the Australian Defence Force on the performance of monitors used on existing aircraft and of new generation monitors that are becoming available.

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Parmington - 2

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LUBRICATION OIL DEBRIS MONITORING PROGRAM AT AMRL

Manufacturers/Developers of Advanced Inductive type In-line oil Debris monitors

GasTops Ltd of Canada: Full flow monitor capable of detecting

Magnetic and non Magnetic metal particles

<u>Tedeco US</u>: Full flow monitor detects only magnetic

particles

Thompson Power UK: Full flow monitor detects only magnetic

particles

Smiths Industries UK: Detects both magnetic and non magnetic

metallic particles

<u>Wells Krautkamer/</u> Detects both magnetic and non magnetic metallic particles.

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DEPARTMENT OF DEFENCE

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LUBRICATION OIL DEBRIS MONITORING PROGRAM AT AMRL

WHAT WE WANT TO KNOW

- REGISTRATION EFFICIENCY = number particles registered versus number of particles passed
- STATISTICAL DISTRIBUTION OF THE REGISTRATION EFFICIENCY

for range of particle sizes at different oil temperatures at different oil flow rates

RESPONSE OF THE SENSOR TO DISTRIBUTION OF WEAR PARTICLES IN THE FLOW

particles widely dispersed cloud of particles densely packed

- PERFORMANCE OF SENSOR AS AN EARLY WARNING MONITORING DEVICE
- ELECTRONIC INTEGRITY AT ELEVATED TEMPERATURES

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LUBRICATION OIL DEBRIS MONITORING PROGRAM AT AMRL

WHAT IS REQUIRED OF THE RIG

HEATING CAPABILITY OF OIL TO 200 DEGREES CENTIGRADE

VARIABLE OIL TEMPERATURE CONTROL

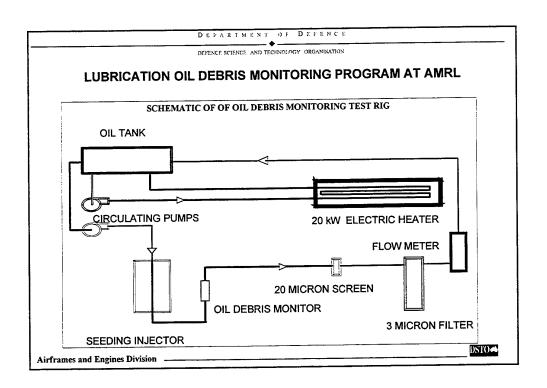
VARIABLE OIL FLOW RATE UP TO 100 L PER MINUTE

AUTOMATED SEQUENTIAL INJECTION OF WEAR DEBRIS

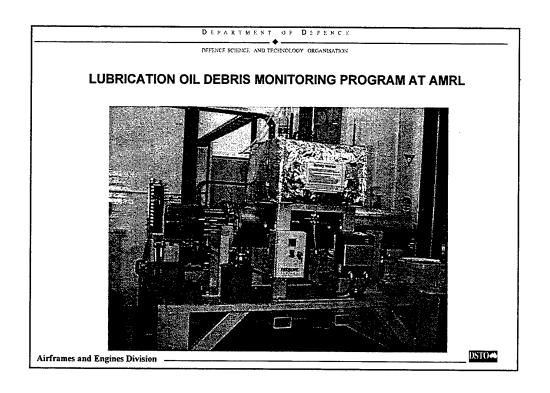
REMOTE OPERATION OF THE RIG

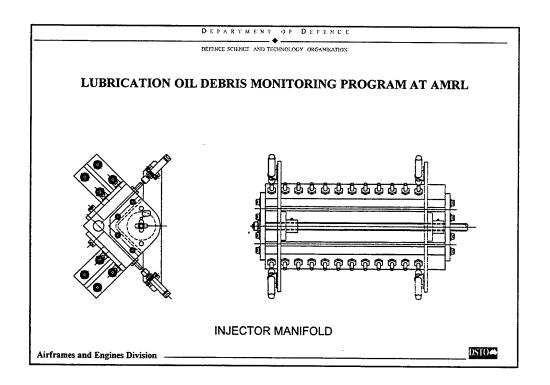
WEAR DEBRIS RECOVERY FOR EVALUATION OF REGISTRATION EFFICIENCY

PROVISION OF AERATION OF THE OIL



Parmington - 4





Parmington - 5

DEPARTMENT OF DEFENCE

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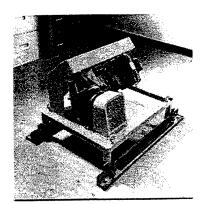
LUBRICATION OIL DEBRIS MONITORING PROGRAM AT AMRL

Wet sump gearbox

Rig capable of duplicating oil churning rates

Cannot duplicate the effect of:

- Power input
- Gearbox running temperatures
- · Gearbox vibration



S-70A-9 BLACK HAWK INTERMEDIATE GEARBOX RIG

Airframes and Engines Division

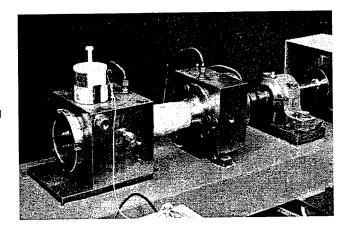
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LUBRICATION OIL DEBRIS MONITORING PROGRAM AT AMRL

Rig for Generating Bearing Debris Material



Airframes and Engines Division

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LUBRICATION OIL DEBRIS MONITORING PROGRAM AT AMRL **STATUS** Tests on the Black Hawk (S-70A-9) Main Rotor Gearbox sensor and GasTOPS MetalSCAN ready to start within the next fortnight. DSTO. Airframes and Engines Division LUBRICATION OIL DEBRIS MONITORING PROGRAM AT AMRL **ANY QUESTIONS?**

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DSTO-GD-0197 (Part 2)





Helicopter Usage Monitoring Using the MaxLife System

DSTO Helicopter HUMS Workshop -- February 1999

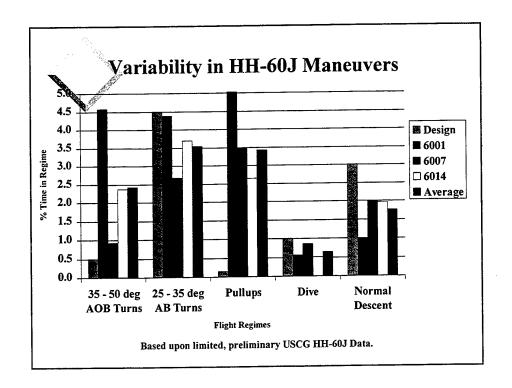


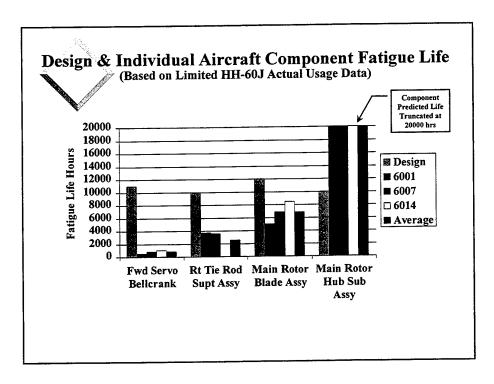


TEAM HAWK MEETING

February 17, 1999

David White (Extra Slides) - 1





David White (Extra Slides) - 2

OSTO ALVERTICA EL EL LES EN EL EL ESTADO DE LA CARRA DE LA CAR

Helicopter HUMS Workshop

Engine Gas Path Condition Assessment

by

Dr Peter Frith

Head, Engine Performance Airframes and Engines Division Aeronautical & Maritime Research Laboratory Tel: 61 3 9626 7695 Fax: 61 3 9626 7083

E-mail: Peter.Frith@dsto.defence.gov.au

Melbourne, Australia February 16-17, 1999

DSTO

OUTLINE

- DSTO gas path condition assessment activities
- · HUMS related T700 engine activities
- Power Performance Index (PPI)
- T700 model based power check
- T700 MATLAB-Simulink twin engine model
- Summary

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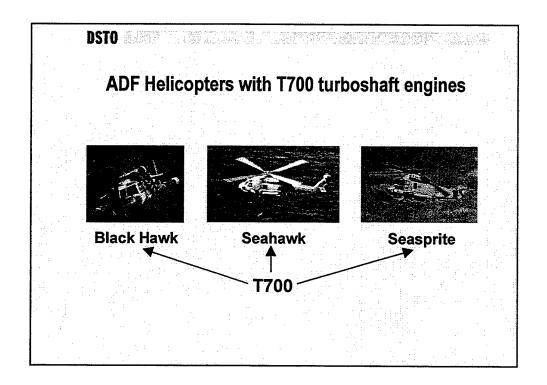
Major Gas Path Condition Assessment Projects

- TF30 engines in F111
 - Engine Diagnostic and Acceptance System (EDAS)
 (for engine test cells)
 - Interactive Fault Diagnosis Isolation System (IFDIS) (for flight line troubleshooting)
- F404 engines in F/A-18
 - Automated Diagnostic and Acceptance Test System (ADATS) (for engine test cells)
- T700 engines in Black Hawk, Seahawk and Seasprite
 - Model-based power check (for future HUMS)
 - Model-based diagnostics (for future HUMS)

DSTO

Main Technical Activities

- Facilitate implementation of automated engine diagnostic, test acceptance and data acquisition systems
- Acquire and classify engine data into fault-signature data-bases
- Develop and validate advanced adaptive component based thermodynamic engine models
- Investigate and develop the use of neural and fuzzy logic techniques to identify fault signatures against the observed measurement and model uncertainty



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HUMS Related T700 Engine activities.

- On-going assessment of current HIT and power checks
- Assessment of Power Performance Index (PPI) for US Navy HIDS
 (a TTCP AER-TP-7 collaborative activity)
- Development of model-based power check
 (a TTCP AER-TP-7 collaborative activity)
- Development of MATLAB-Simulink twin engine model
- Development of model-based diagnostics

DSTO

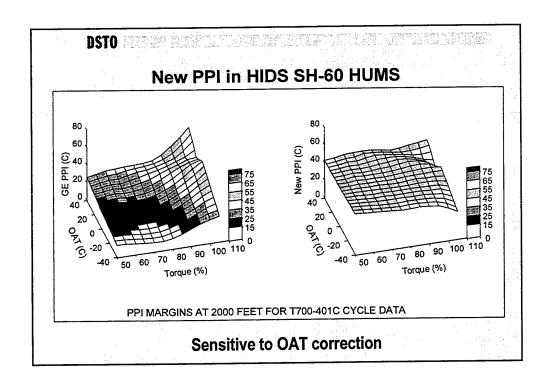
Assessment of GE Power Performance Index (PPI)

- PPI uses a simple TGT versus TQ reference curve
 - · represents minimum acceptable performance

RESULTS

- · Restricted to sea- level and low to medium power levels
- Developed new version applicable to 14000 feet
- Established best capture window
 - · endurance / range cruise
 - 12 second window

Produces useful end of flight condition indicator



Frith - 4

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T700 Model-Based Power Check

Aim:

to predict the power available from twin engine helicopter installations

when the two engines operate with varying levels of component degradation

(i.e. significantly different to specification performance)

Roles:

Maintenance - Engine Removal

Operational - Mission Planning

Model: Based on NASA T700 dynamic model (Fortran)

Developed open-loop single engine degradation version

Validated against specification and test data

Results: Good match to specification and US Navy test data across power range

Dual engine power can be generated from steady-state single engine results

Provides Dual Engine Power Check and Mission Planning Capability

DSTO

Single Engine Open-Loop Degradation Model

FIDELITY vs SIMPLICITY

COMPONENT EFFECTS:

Intake

Scavenge/Anti-ice/Starting Bleeds

Compressor

Compressor/Customer Bleeds

Combustor

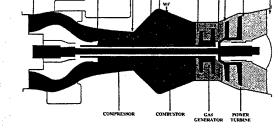
Gas Generator Turbine

Power Turbine

Exhaust

TWO PARTS:

Engine to Engine Variations Component Degradation



Fidelity of T700 Degradation model is okay for Power Check

DSTO ENTRE SERVICE SER

Data-Bases for Model Validation

OEM Models: GE T700 Specification Models

- -701A, -401, -401C

Operational: AUS Army Manual HIT and Power Checks

TTCP:

US Navy HIDS Patuxent Flight Trials
US Navy Trenton Test Cell Data

- 700, - 401, - 401Cfleet rejected engines

Overhaul:

Pacific Turbine Test Cell Data

- 701A modules and engines

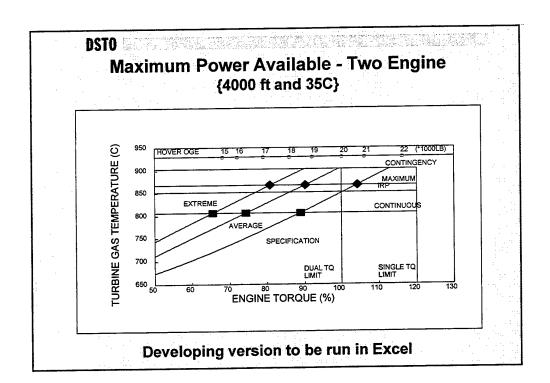
· pre and post maintenance tests

Future:

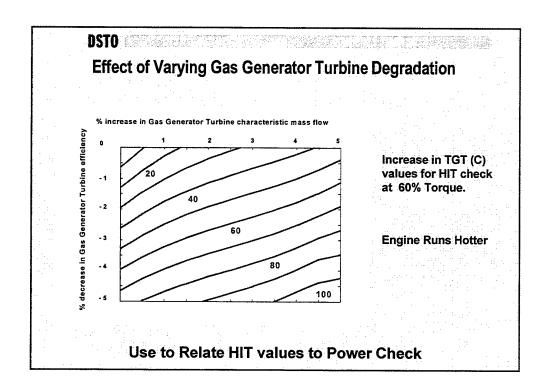
Fault implant test program

· - 701A engine available

Benefit from Fault Implant Test Program



Frith - 6



ngta

MATLAB - Simulink Twin Engine Model

Aim:

to develop enhanced T700 modelling tool

- · true twin engine transient model
- · readily interfaced with modern software tools

Simulink:

improvement over Fortran model / interactive simulation visual display of engine model / construct by 'drag-an drop interface with signal processing, fuzzy logic, real-time workshop toolboxes

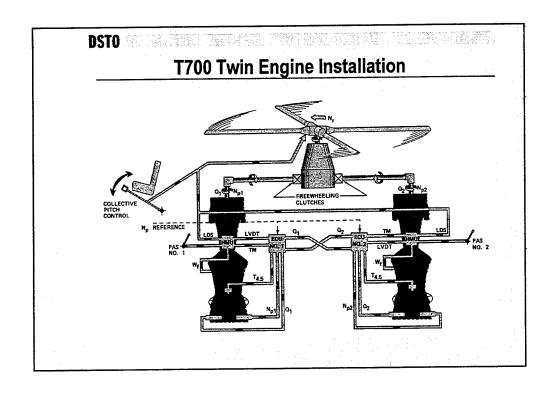
New Capabilities: diagnosis from transient flight data

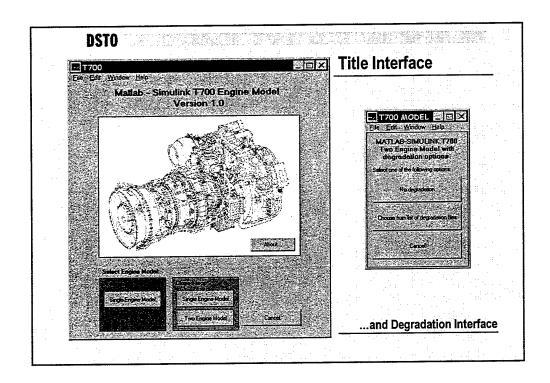
engine related accident investigations

retrofitting FADEC

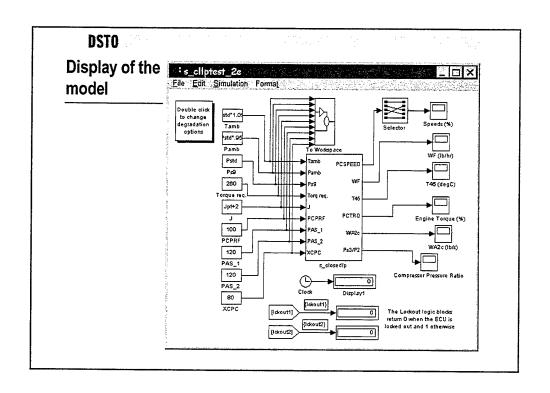
What next? Validate against HIDS SH-60 flight test data

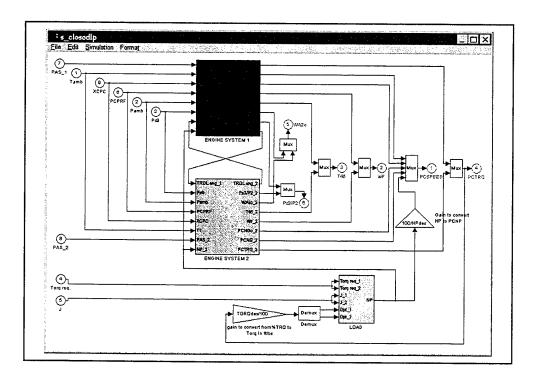
Okay for what-if studies - further validation for diagnostics



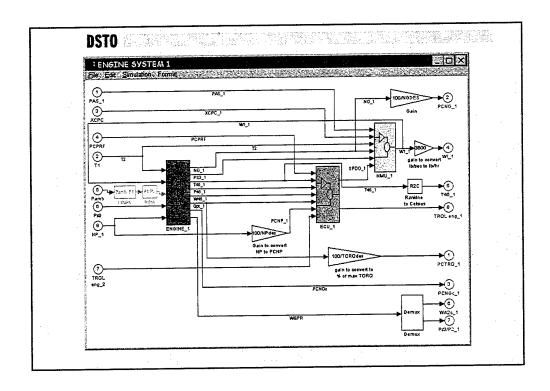


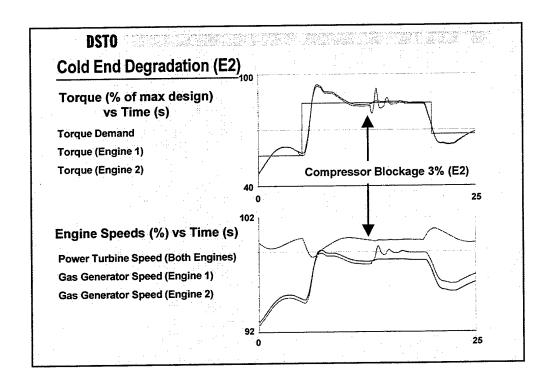
Frith - 8



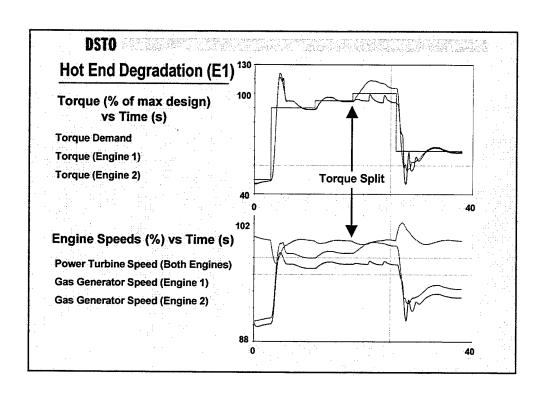


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Summary

- Power Performance Indicator provides extended HIT check
 - · end of flight condition indicator trendable
- Power Check requires model-based approach
- Developed T700 component degradation model
 - · validated against specification and test data
 - · provides dual engine power check / mission planning capability
- Developed enhanced T700 modelling capability Simulink model
 - · true twin engine transient model
- Currently developing a model-based diagnostic capability

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Graham F. Forsyth (Editor)

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Over the last 10 years, helicopter Health and Usage Monitoring Systems (HUMS) have moved from the research environment to being viable systems for fitment to civil and military helicopters. In the civil								
research environmen	it to b	eing viable syst	ems tor titr	ment to civi	u and military h	elico	pters. In the civil	
environment, the situation has reached the point where it has become a mandatory requirement for some								

elicopters to have HUMS fitted. Military operators have lagged their civil counterparts in implementing HUMS, but that situation appears set to change with a rapid increase expected in their use in military helicopters.

A DSTO-sponsored Workshop was held in Melbourne, Australia, in February 1999 to discuss the current status of helicopter HUMS and any issues of direct relevance to military helicopter operations. This second part contains a list of those attending and a number of papers not received in time for publication before the event.

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